

# Proposal Description

1. The existing site is located on the northeast corner of the intersection of 24th Avenue East & East Boston Street. The site is trapezoidal with 121.78' on the alley (north), 114.84' (east), 92.84' on Boston (south) and 119.2' on 24th Ave E (west), and is composed of two separate parcels. The western parcel is zoned NC1-30; the eastern parcel is zoned L-1 RC. The site is vacant having previously held a small commercial (medical) facility. An existing curb and sidewalk adjoin the western and southern boundaries. Existing vehicle access is via an existing alley on the north and by an existing curbcut on the south (E Boston). Overhead power poles are located across 24th Ave E. The site is relatively flat with the northeastern corner approximately 5'-0" lower than the street level.
2. The site is split zoned with NC1-30 on the west and L-1 RC on the east. There are no ECA overlays. The properties to the south and west are zoned SF 5000. The property to the east is zoned SF 5000 and L-1 RC. The property to the north is zoned NC1-30.
3. Neighboring uses include multi-family to the north, single family to the south, east and west. The immediate businesses in the neighborhood include a bicycle shop, 2 restaurants, a coffee shop, library, antique shop, office building, laundry/cleaners and deli/grocery. There are no significant views from the site.
4. Development objectives include utilizing the site for a mixed use building for commercial and residential uses. Residential uses will provide additional support for businesses in the Montlake Community. Lower floor commercial uses will be more appropriate fronting 24th Ave E where pedestrian and vehicle traffic is higher. Residential units may provide housing for those enrolled or working at the UW. Current plans call for 3 townhouses attached to a mixed use structure containing 21 units on two floors over one floor of commercial. Underground parking for 30 vehicles will be accessed from the existing alley. A wider alley/drive is proposed to allow 2 way traffic from the garage to 24th Ave E and allows for short term deliveries. The proposed structure on the NC1-30 portion of the site will utilize the 30' height limit. The townhomes will be built to meet the 25' height limit.

# Development Objective

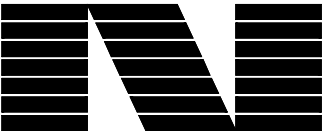
1. Develop site to highest and best use (mixed-use building)
2. Provide increased housing opportunity in the Montlake neighborhood
3. Provide a visual upgrade to the neighborhood and improve property values
4. Provide opportunities for commercial tenant space
5. Enhance the pedestrian environment with pedestrian shops
6. Provide positive cash flow for the property
7. Provide financial benefits for a family investment

# Proposed Density

2BR Townhomes	3
Jr 1BR Flats	14
1BR Flats	7
Total Units	24
Total Parking Stalls (SF/Commercial )	30

# Index

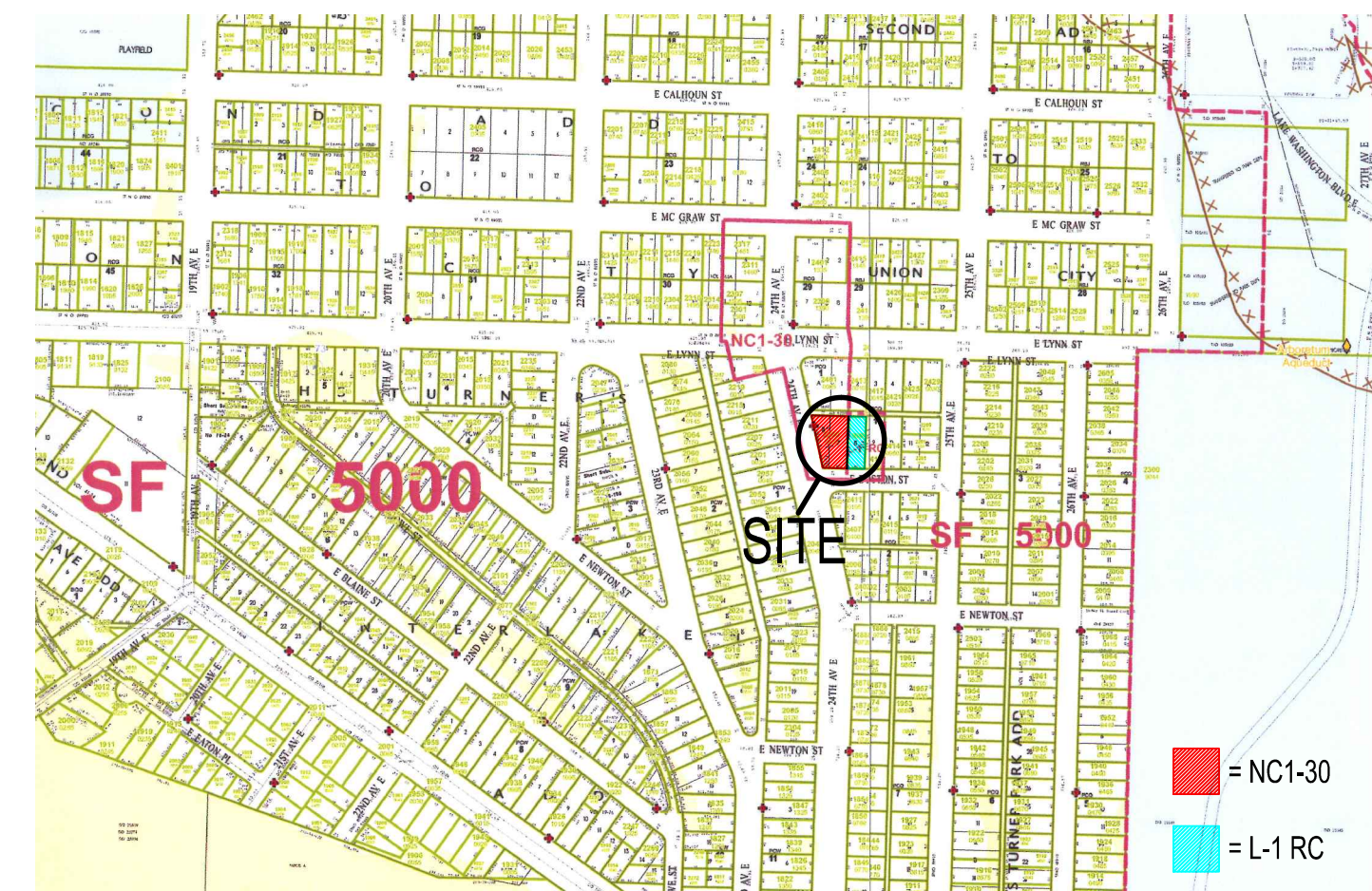
1	Proposal Description / Index
2	Zoning Analysis / Map
3	Existing Uses
4	Site Analysis
5	Utilities/ECA Map
6	Vicinity Map
7	Design Guidelines
8	Neighborhood Photos
9	24th Ave Panoramas
10	Survey
11	Scheme 1 Code Conforming - Plan
12	Scheme 1 Code Conforming - Bulk
13	Scheme 2 - Basment/1st Flr Plans
14	Scheme 2 - 2nd Flr/3rd Flr Plans
15	Scheme 2 - Perspective
16	Scheme 3 - Basements 1 & 2 Plans
17	Scheme 3 - 1st Flr/2nd Flr Plans
18	Scheme 3 - 3rd Flr/Roof Plans
19	Scheme 3 - Perspective
20	Scheme 4 Preferred - Bsmnt/1st Flr Plans
21	Scheme 4 Preferred - 2nd Flr/3rd Flr Plans
22	Scheme 4 Preferred - Bulk Study
23	Scheme 4 - Alternate Drive
24	Scheme 4 Preferred - Perspective
25	Scheme 4 Preferred - West/South Elevations



Zoning Analysis

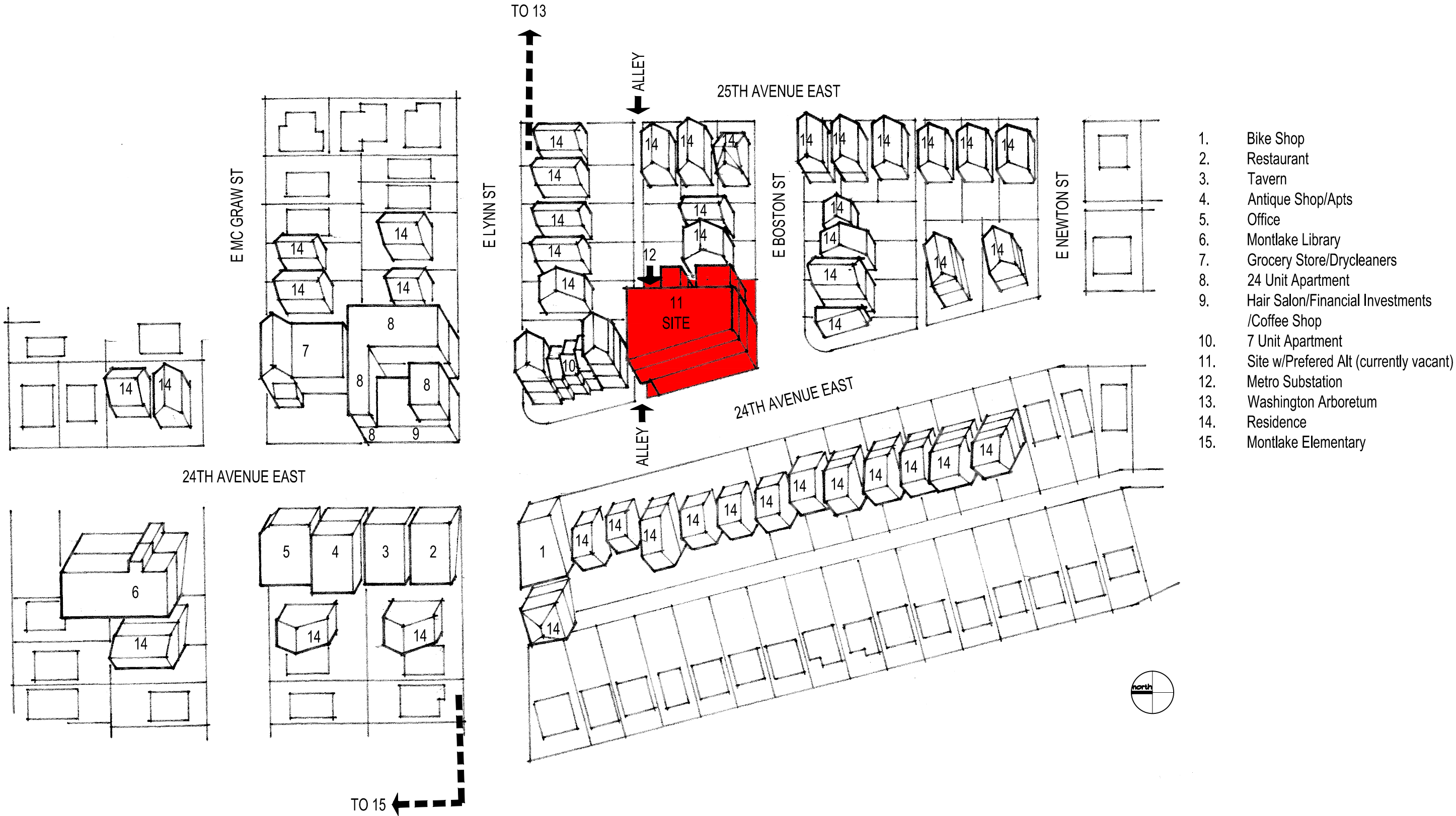
ADDRESS:	2200 24th Avenue East, Seattle, Wa 98112
LEGAL:	Parcel A: Lots B and 7, H.S. Turner Park Addition to the City of Seattle, according to the plat thereof recorded in Volume 14 of Plats, page 48, in King County, Washington. Parcel B: Lot 8, Block 1, H.S. Turner addition to the City of Seattle, according to the plat thereof recorded in Volume 14 of Plats, page 48, in King County, Washington.
DPD ZONING MAP:	93
DPD PROJECT NO.:	3011924 (Previous # 3009726)
PARCEL NO.:	871210-0035, 871210-0040
ZONING:	NC1-30 & L-1 RC
OVERLAYS:	Arterial; View 100
ECA:	None
SITE AREA:	12,428 SF (NC1-30 = 7,794 SF, L-1 RC = 4634 SF ) (Area prior to alley dedication)
USES:	NC1-30 - Commercial, Retail, Medical, Restaurant, Residential L-1 RC - Ground Related Residential
DENSITY:	NC1-30 - No density limitations for mixed use, L-1 RC - 2.87 or 3 units
STRUCTURE HEIGHT:	NC1-30 = 30' plus exceptions for pitched roof (5'-0" w/ 4/12 minimum pitch), Rooftop features (open rails, parapet, skylights, stair and elevator penthouses, mechanical equipment, play equipment, chimneys). Sloped Lot Bonus = 1' for every 6% slope. Approximate bonus = 1.2'. 4' exception for mixed use buildings subject to 13' floor to floor @ commercial and no view blockage of Mt Rainier, Olympics, Downtown, etc. L-1 RC = 25' plus exceptions for pitched roof (5'-0" w/ 4/12 minimum pitch, 10'-0" w/ 6/12 minimum pitch), Rooftop features (open rails, planters, skylights, clerestories, greenhouses, parapets, flagpoles).
FLOOR AREA RATIO (FAR):	Mixed-Use Structures: $2.5 = 2.5 \times 7,794 = 19,485$ SF allowed
LOT COVERAGE:	L-1 RC (Townhouse Structures): $50\% = .50 \times 4,634 = 2,317$ SF
DEVELOPEMENT STANDARDS:	30' average depth, 15' min. commercial/retail depth and floor-to-floor height of 13' min. (23.47A.008 B.3).
(STREET-LEVEL)	50% of structure's non-residential footprint is maximum required. Residential uses may not exceed 20% of street -level street-facing facade when facing an arterial (23.47A.005 C.3). 60% of the street-facing facade between 2 and 8 feet above the sidewalk shall be transparent.
MODULATION:	
NC1-30	None required
L-1 RC	4' x 5' if facade exceeds 30' (40' when principle entrance faces street)
STRUCTURE WIDTH/DEPTH:	
NC1-30	No requirement
L-1 RC	Maximum width 30' (40' if principle entrance faces street)
RESIDENTIAL AMENITY:	5% of total gross floor area in residential use. Minimum deck area 60 SF (minimum 6' dimension). Amenity space shall be landscaped. Approximately $19,282$ SF gross residential area $\times 0.05 = 964$ SF required amenity area.
OPEN SPACE L-1 RC:	300 SF / unit average 200 SF minimum
LANDSCAPE:	Green area factor .30 minimum; Street trees per SDOT; 5' landscape between above grade parking garage and streets; 3' high screening along areas where garbage cans are contained, or 6' high screening for garbage dumpsters.

Zoning Map



SETBACKS:		
NC1-30	FRONT	0'
	SIDE	0' except when adjacent to R Zone = 15' triangle.
	REAR	For structures containing residential uses, 15' for portions of structure above 13' in height to a maximum of 40'. Above 40' an additional 2' of setback for every 10' of building height exceeding 40'. Rear setback may be measured from the centerline of the alley.
L1-RC	FRONT	15' or average of adjacent structures
	SIDE	5' for structures less than 65' in depth / 25' in height
	REAR	20' or 20% of lot depth whichever is
EXCEPTIONS		Barrier-free ramps; 18" eaves; unenclosed within 5' of residential lots; no setbacks for below grade structures.
PARKING / ACCESS:		Alley access required from improved alley. Required residential parking in commercial zones is 1 space per unit. Commercial parking, first 2,500 SF of each business establishment does not require parking. Office use requires 1 space /1,000 SF. General Sales/Service requires 1 space / 500 SF. Required Parking Stalls: Commercial = 6 max, Residential = 24, Total = 30. Proposed = 30.
STREET CLASSIFICATION:		24th Ave E = Arterial, 75' R.O.W. (66' req'd) E Boston = Non arterial, 50' R.O.W. Alley = 11', previous 1' dedication under A0122695
SOLID WASTE / RECYCLING:		Residential: 100 SF for 16-25 units, rear load container.

Existing Uses



## Site Analysis

24th Ave E

### Primary pedestrian and vehicle access

### Best orientation for commercial / retail spaces

SDOT Principal Arterial w/ existing 75' R.O.W. (65' required) (no street dedication required)

Utilities including overhead power lines located in R.O.W.

Improved with sidewalk, curb and gutter.

E Boston

Secondary minor vehicle and pedestrian access primarily from residents in neighborhood

### Minimal exposure for commercial/retail

Collector street with 50' R.O.W.

Improved with sidewalk, curb and gutter

Alley

11' R.O.W. with previous 1' dedication from subject site.

Primary location of vehicle access to site

Narrow width for remainder of block

## View

No significant views from site

## Amenities

Site lies within Montlake business area

Walking distance to Montlake Playfield, Interlaken Park, Washington Arboretum, U of W Husky Stadium, Montlake Cut and Foster Island Trails.

## Power Substation

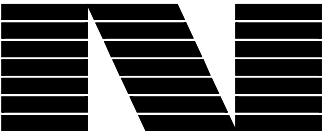
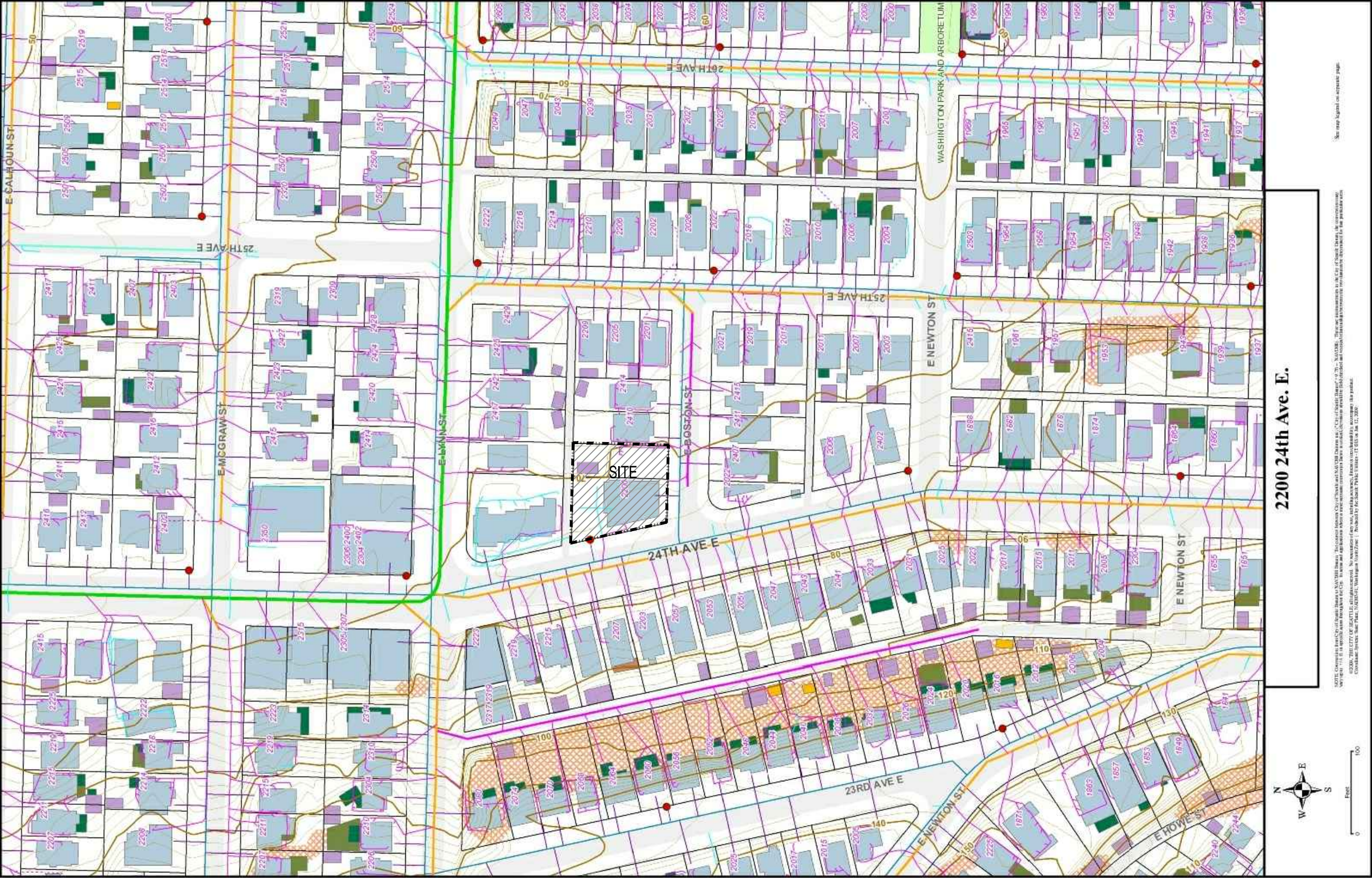
Existing 45'x20' easement for power substation

## Neighborhood Qualities

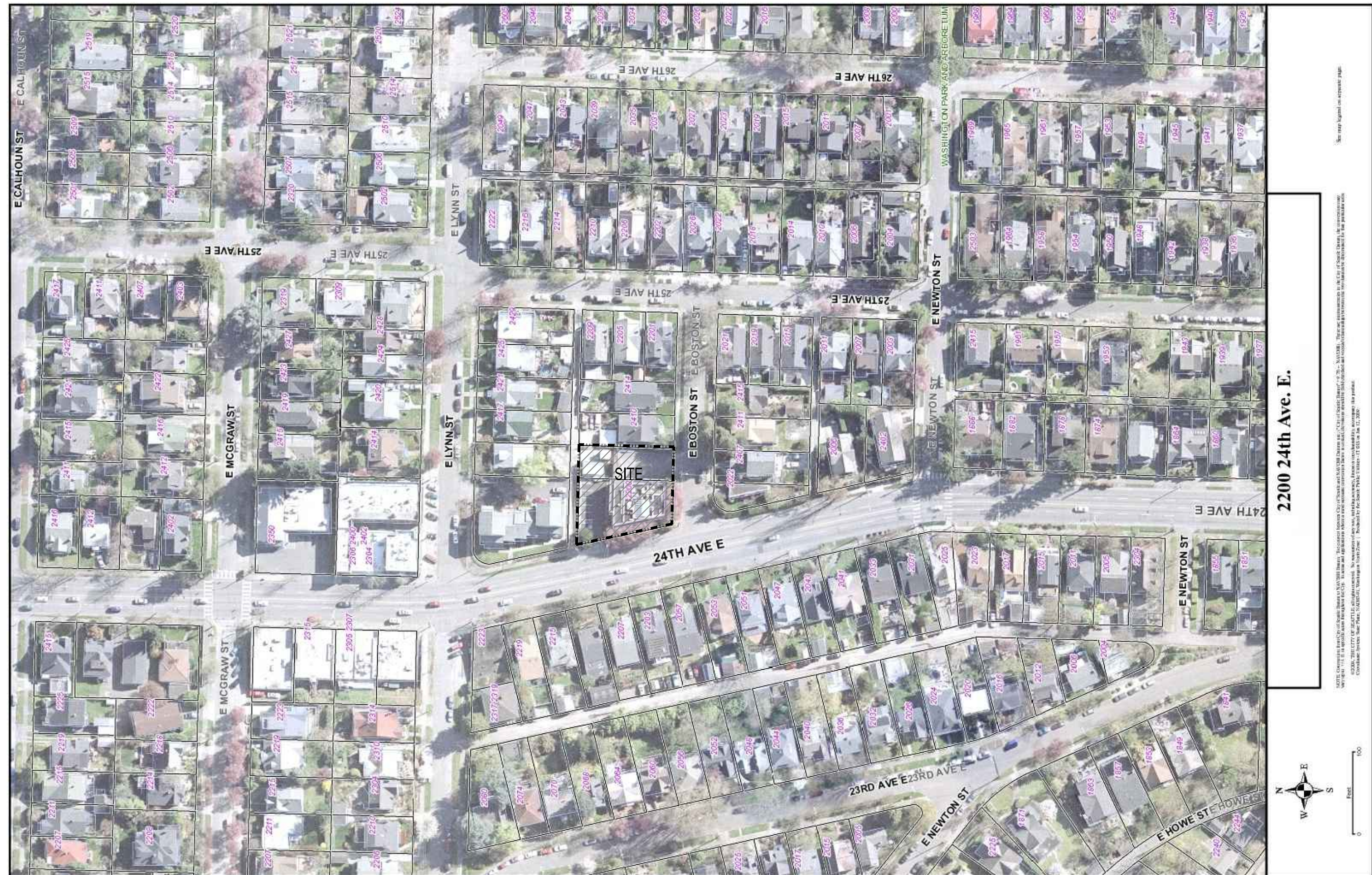
In the early 1960's the Montlake Tavern and Kelly's BBQ were lunch and evening gathering spots for university students and staff. Over the years the food and drink services remain a major focus for university and neighborhood consumers. The bicycle repair and sales shop and neighborhood library now contribute to the livelihood and vibrant quality of this small business center. The neighborhood eating establishments are also common seasonal meeting places during UW home sports events.

There is no common identifying architectural context but rather a variety of architecture ranging from the most recent brick, wood, glass, post and beam styled library to a residential builder inspired apartment to early 1900's storefront architecture.





### Vicinity Map



# Design Guidelines

The following design guidelines were deemed appropriate to the site in a document from DPD dated February 1, 2006.

## DESIGN GUIDELINES.

### A. Site Planning

**A-1 Responding to Site Characteristics.** The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

*The living spaces should have a “relationship” to the street. Bays that emphasize the uses within and interesting commercial at the street should be presented. This location is very visible in the commercial area as well as being close to residential uses. Opportunities to relate to both should be presented.*

**A-2 Streetscape Compatibility.** The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

Pedestrian uses along 24<sup>th</sup> Avenue East should be clearly identifiable and the sidewalk and first floor building design should create a desirable pedestrian area.

**A-3 Entrances Visible from the Street.** Entries should be clearly identifiable and visible from the street.

Overhead weather protection and/or canopies should be presented as entry elements along the commercial building facades.

**A-4 Human Activity.** New development should be sited and designed to encourage human activity along the street.

*Residential entry on the street and lively commercial should be well-designed with details to address the needs of the users. Uses along 24<sup>th</sup> Avenue East should be transparent and designed to encourage human activity.*

**A-5 Respect for Adjacent Sites.** Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

Residential uses across the alley and street, and adjacent to this property, should have minimal disruption of privacy and sense of space and security. Outdoor activities of the future residents, commercial and residential, should not disrupt the current use patterns.

**A-6 Transition between Residence and Street.** For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

The design should create transition areas for community building.

**A-8 Parking and Vehicle Access.** Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.

The applicant should work on an alley configuration, in consultation with SDOT, which minimizes the impact of automobiles on the alley. Alley access is preferred.

**A-10 Corner Lots.** Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

*Orientation of the building to the street should be somewhat different in the two zones.*

### B. Height, Bulk and Scale

#### B-1 Height, Bulk and Scale

*Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less-intensive zones.*

*There should be transition within the development. Building massing should meet 24<sup>th</sup> Avenue and not be stepped back. The townhouses should blend with the NC portion of the lot.*

### C. Architectural Elements and Materials

#### C-2 Architectural Concept and Consistency.

- Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept.

An overall concept should be recognizable. There should be a consistent building concept transition between the east-west connection of uses and forms.

### D. Pedestrian Environment

#### D-1 Pedestrian Open Spaces and Entrances

**Convenient and attractive access to the building’s entry should be provided.**

Open spaces should be presented at the next meeting. Open spaces should be spaces that are attractive and able to be well-maintained. Pedestrian street and parking garage entries should be designed to move pedestrians in and out of the development. Open space on Boston should be explored at the sidewalk level.

### Summary of Requested Departures

Possible departures, at this point, include driveway width. The Board is willing to entertain this possible departure from the development standards after further information is provided by the architect.

In addition to the design guidelines deemed appropriate to the site the Montlake Community Club emphasized the following issues:

1. Vehicle Access/Safety: Concerns were expressed over the narrow alley and traffic generated to the east end of the alley.
2. Parking: There was a desire to make parking available for neighboring businesses.
3. Design: There was a desire for a compatible building sensitive to the neighborhood scale thru the use of modulation, landscape and human scale pedestrian elements. A transparent street level facade facing 24th Ave E was desired.



# Neighborhood Photos

APTS/SALON/OFFICE/COFFEE



1 UNIT APARTMENT



ALLEY LOOKING WEST



ALLEY LOOKING EAST



SITE



GROCERY/CLEANERS



RESIDENCE TO SOUTH



RESIDENCES TO WEST



MONTLAKE LIBRARY



OFFICE



ANTIQUE SHOP



TAVERN



RESTAURANT



BICYCLE SHOP



24th Avenue Panoramas



SITE LOOKING NORTH FROM E BOSTON



SITE LOOKING SOUTHEAST FROM 24TH AVE E



SITE LOOKING NORTHEAST FROM 24TH AVE E



SITE LOOKING SOUTHWEST FROM ALLEY

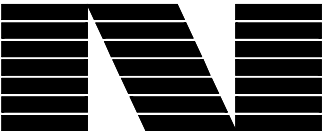
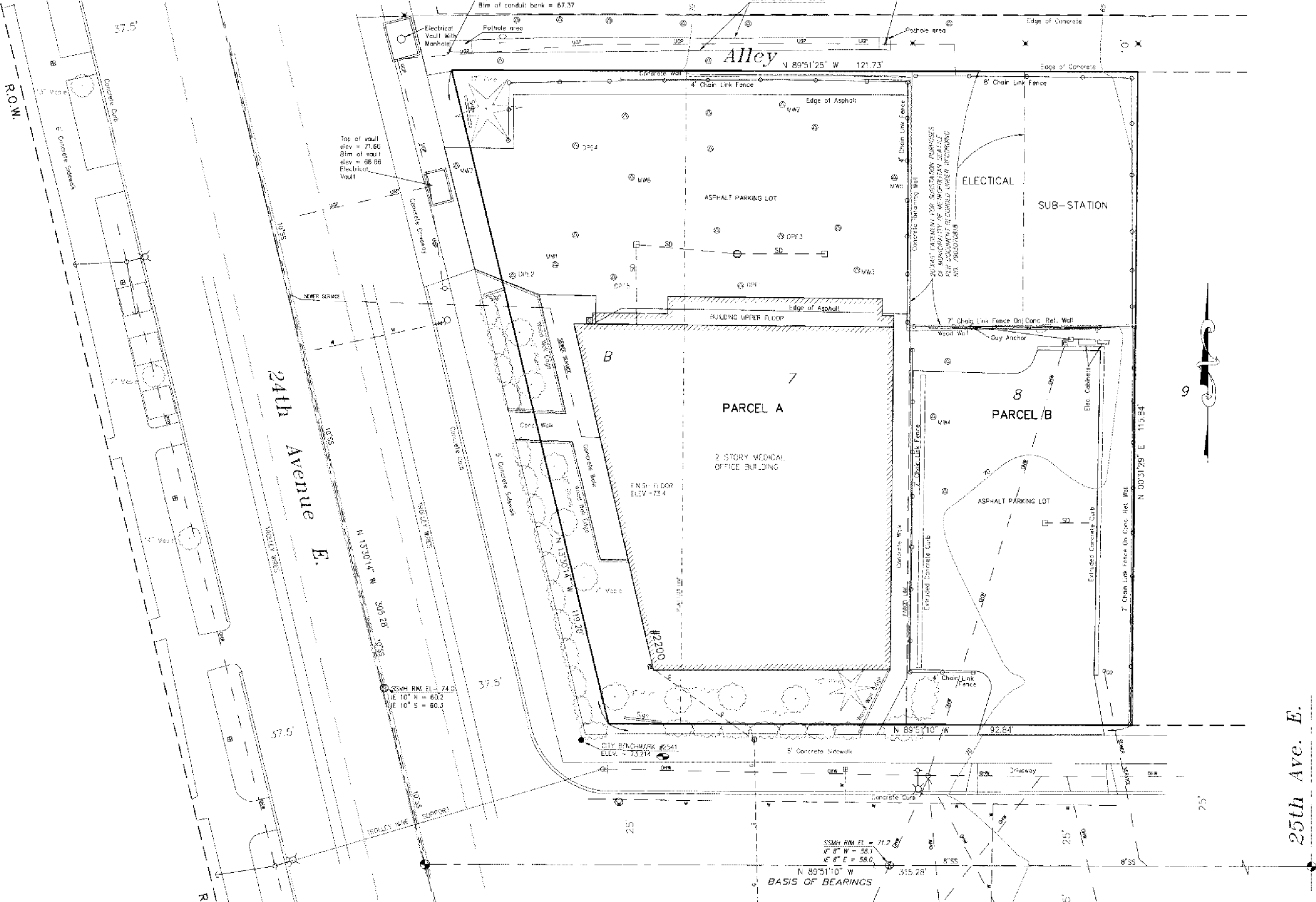


SITE LOOKING SOUTHEAST FROM ALLEY

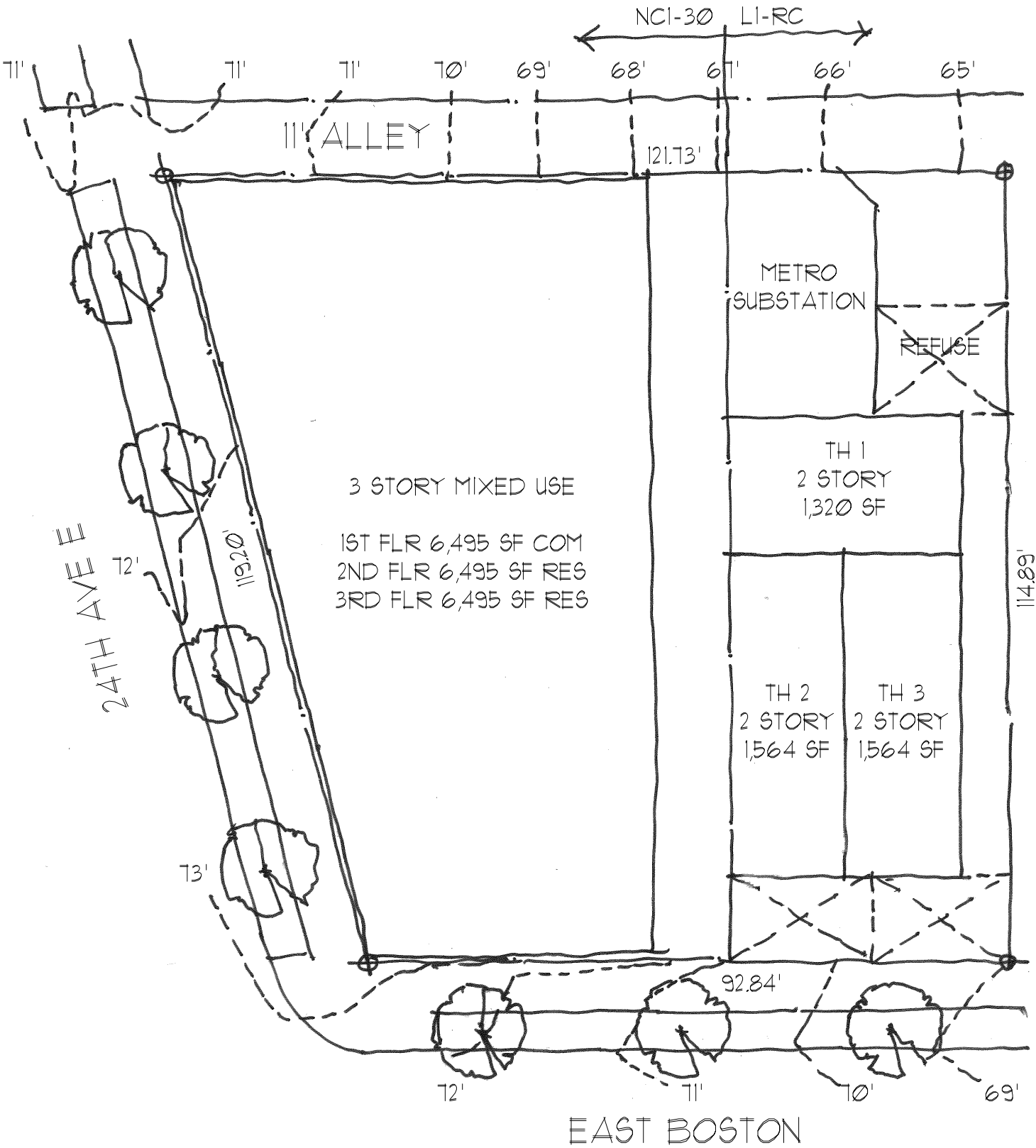


RESIDENCES TO WEST OF SITE ACROSS 24TH AVE E

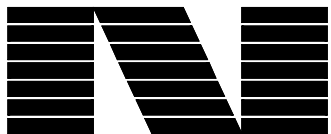


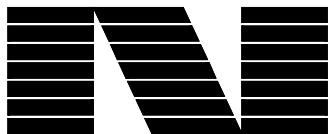
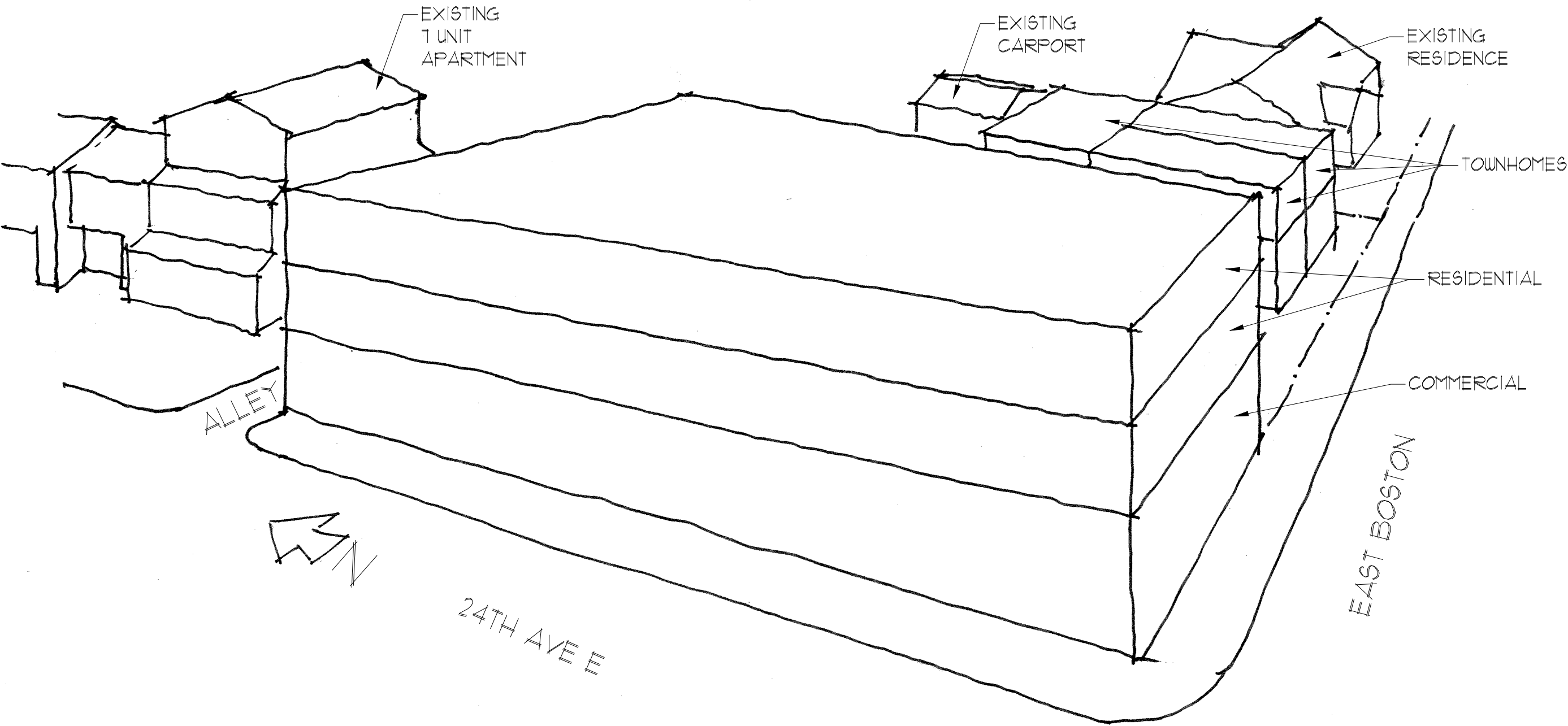


Scheme 1 Code Conforming - Plan

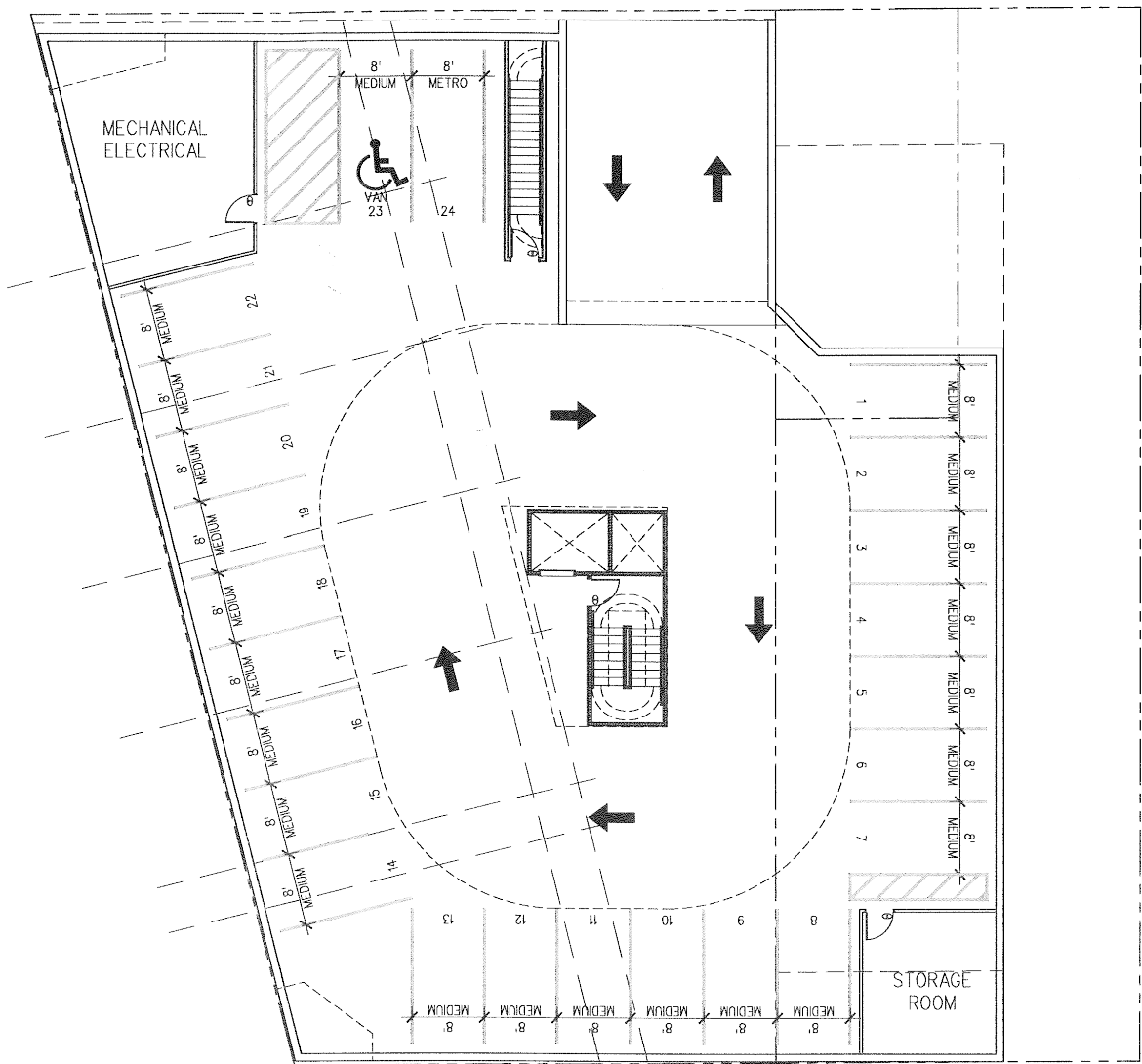


First Floor

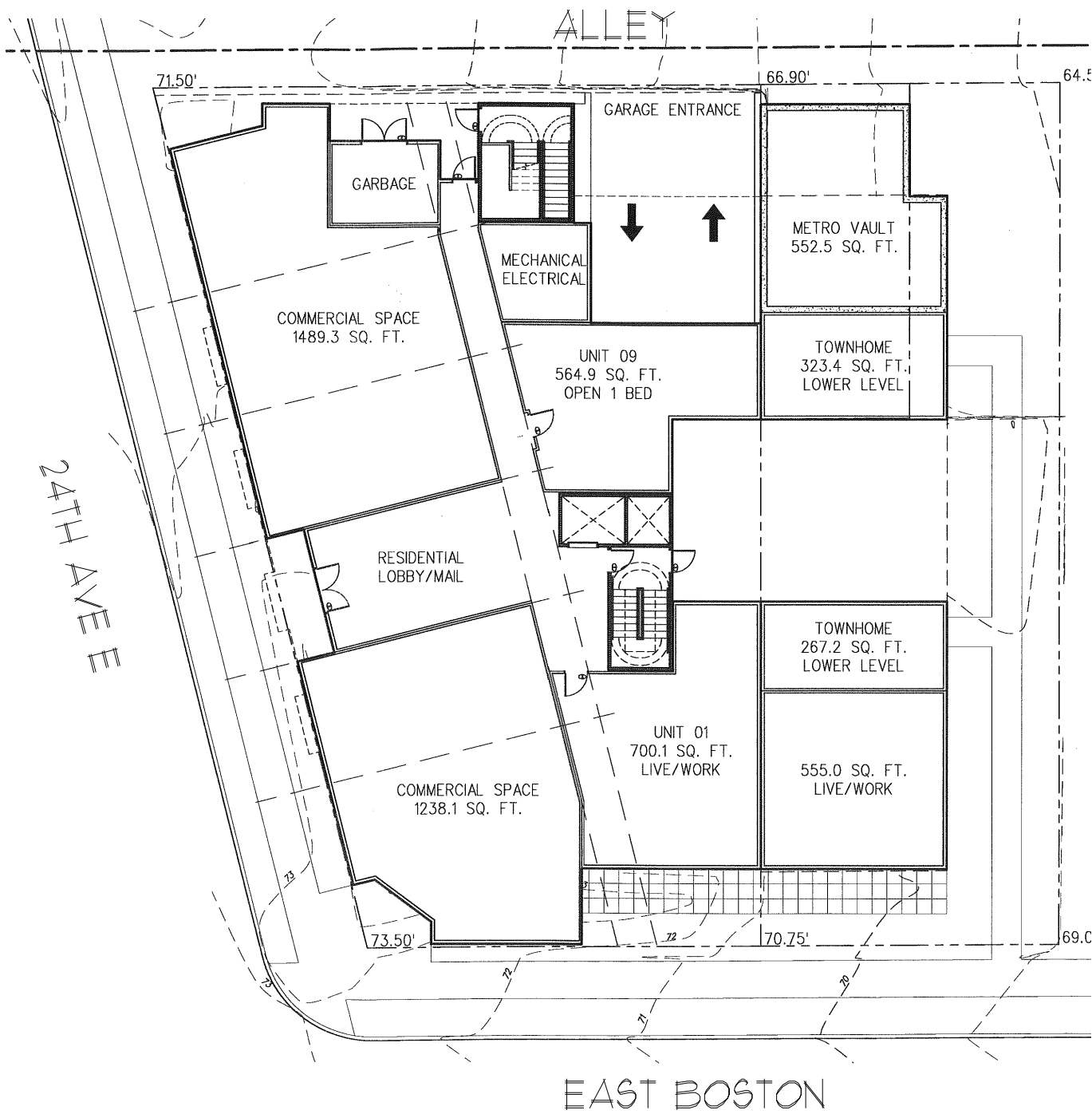




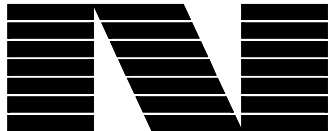
Scheme 2 - Plans



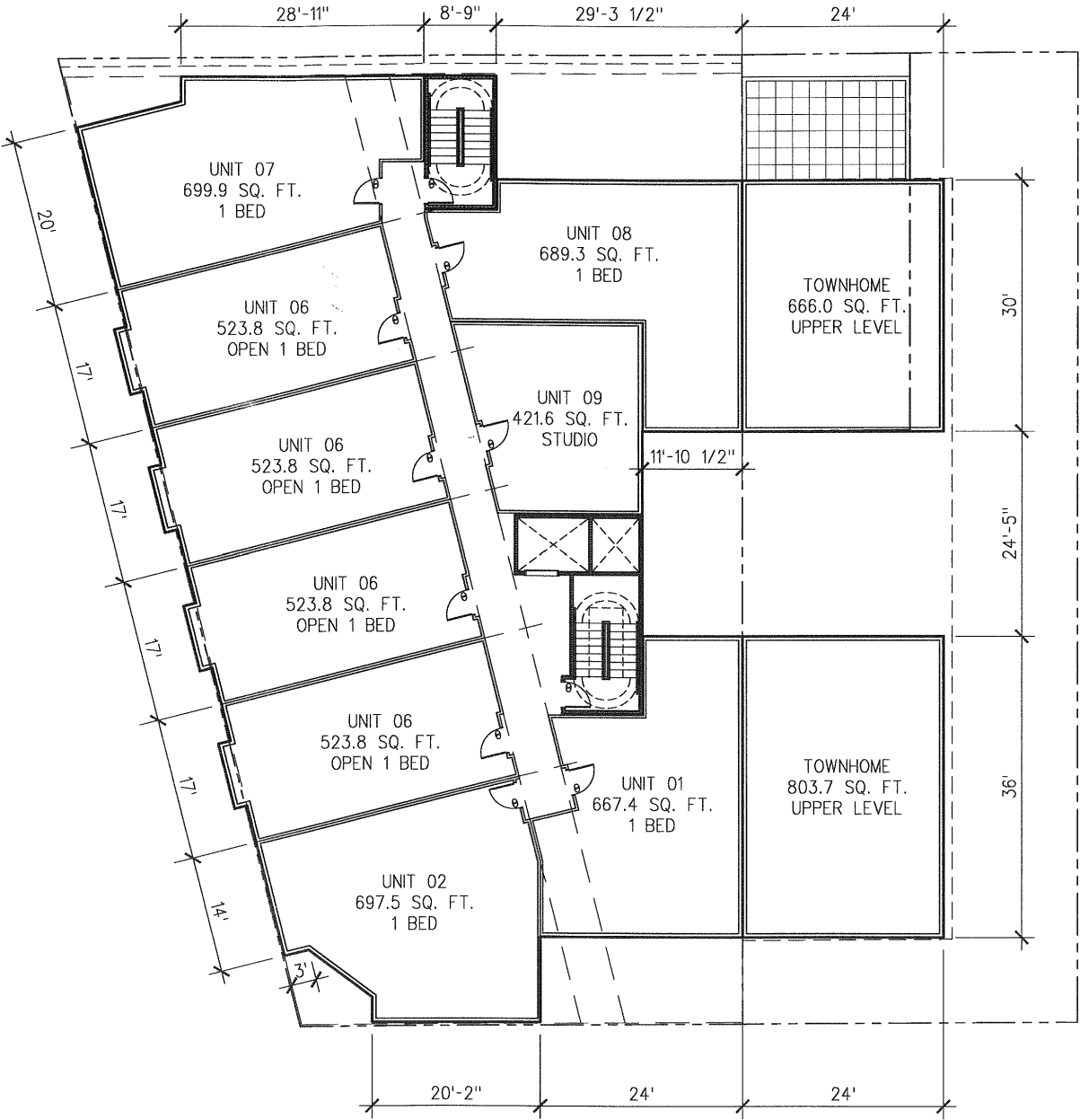
Basement



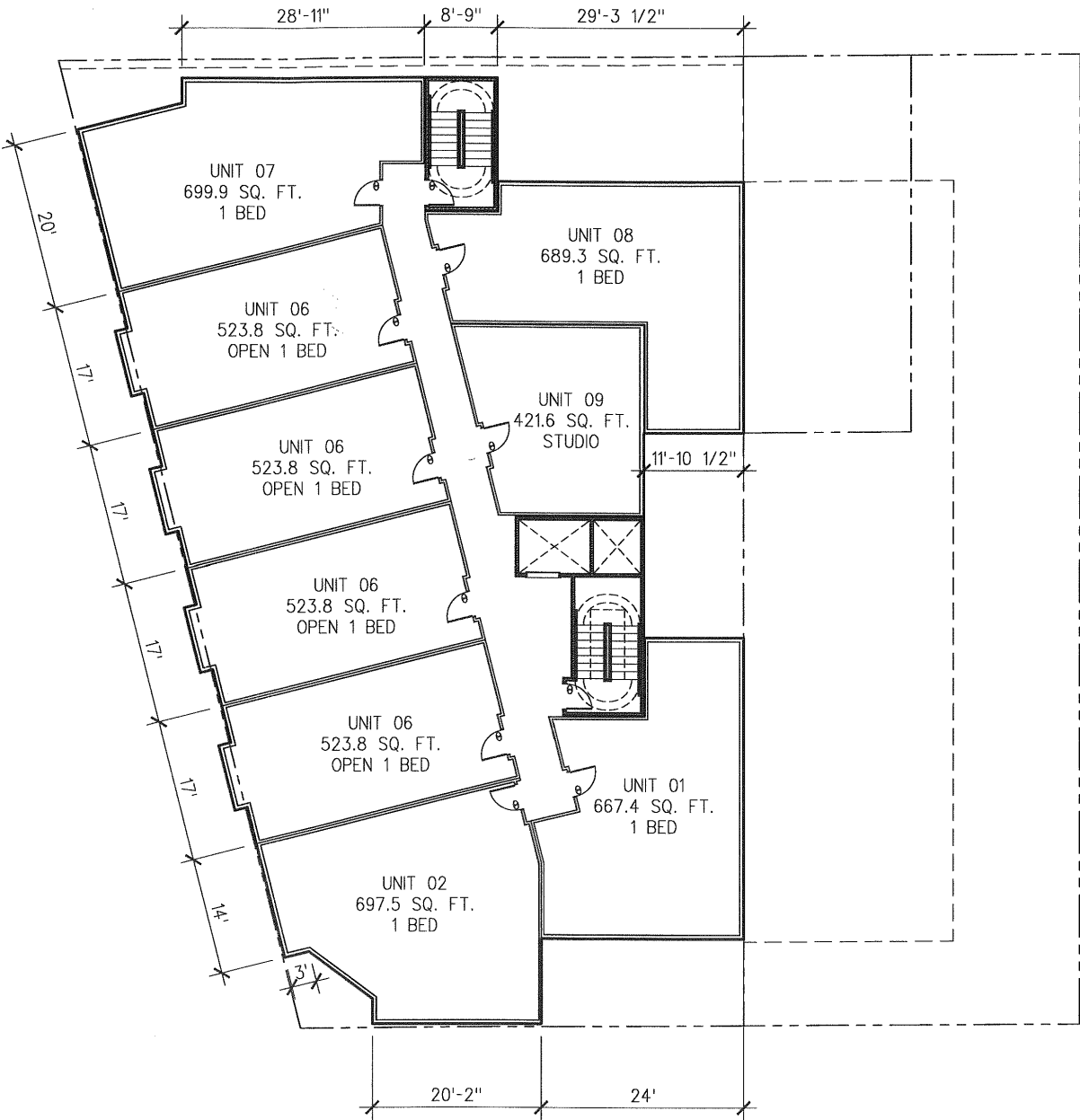
First Floor



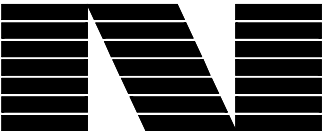
Scheme 2 - Plans



Second Floor



Third Floor



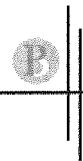
## Scheme 2 - Perspective

This scheme was proposed by PB Architects to market the property. It contains two townhouses @ approximately 1,000 SF each, five live/work units @ 555 SF & 700 SF, 19 studio and 1 BR units ranging from 421 SF to 699 SF. One level of parking for 24 vehicles is located 1 story below grade and is accessed off the alley. Retail/commercial spaces (2) are located on the street level totaling 2,737 SF.

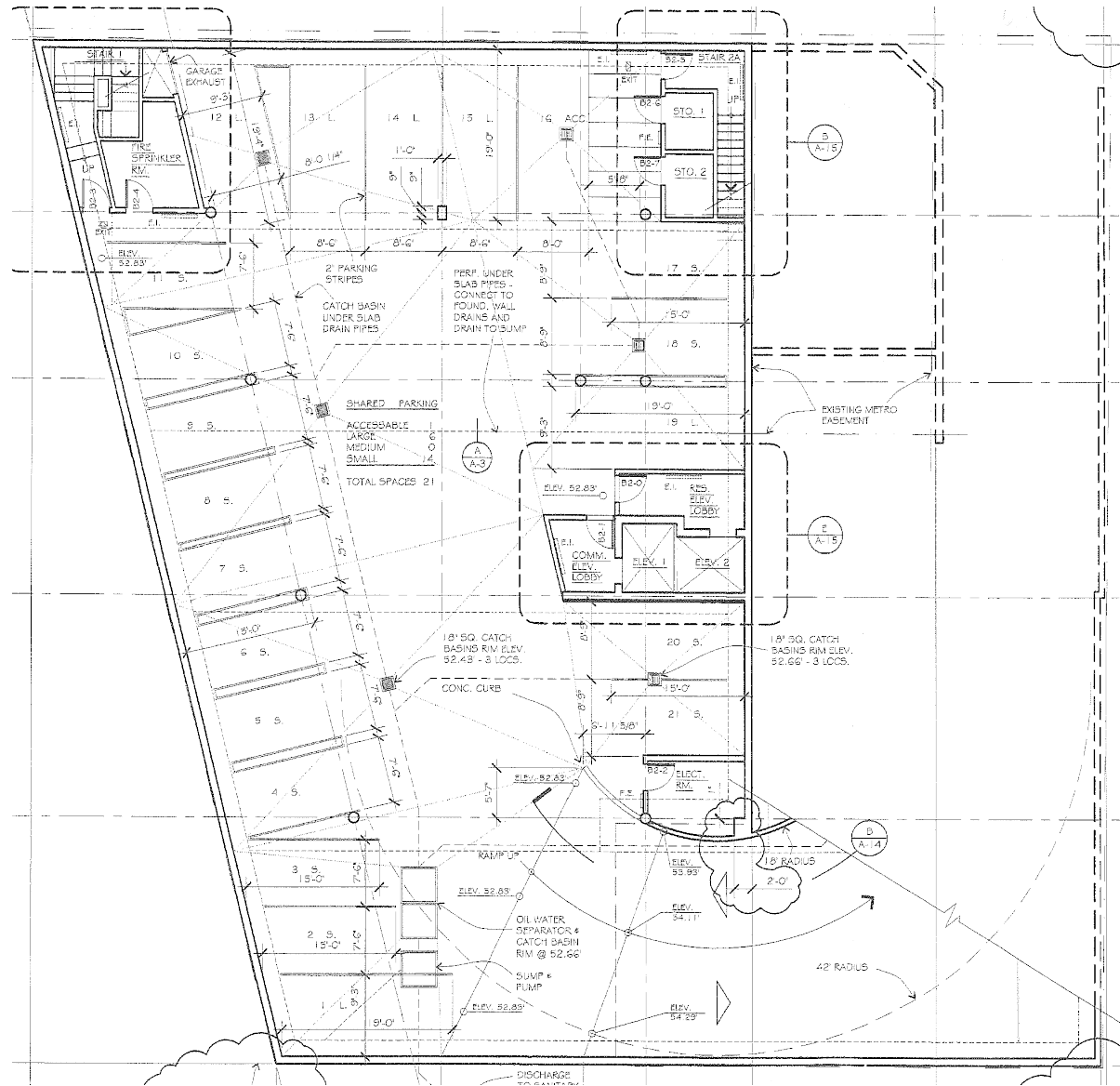
This proposal is similar to the preferred proposal except for the location of the residential entry and amount of commercial area. This scheme proposes the apartment entry on the street (24th) facade reducing the amount of available commercial space and limits the corner commercial space that wraps around the corner on E Boston. This proposal does not include any additional alley width for 2 way traffic to the parking garage.



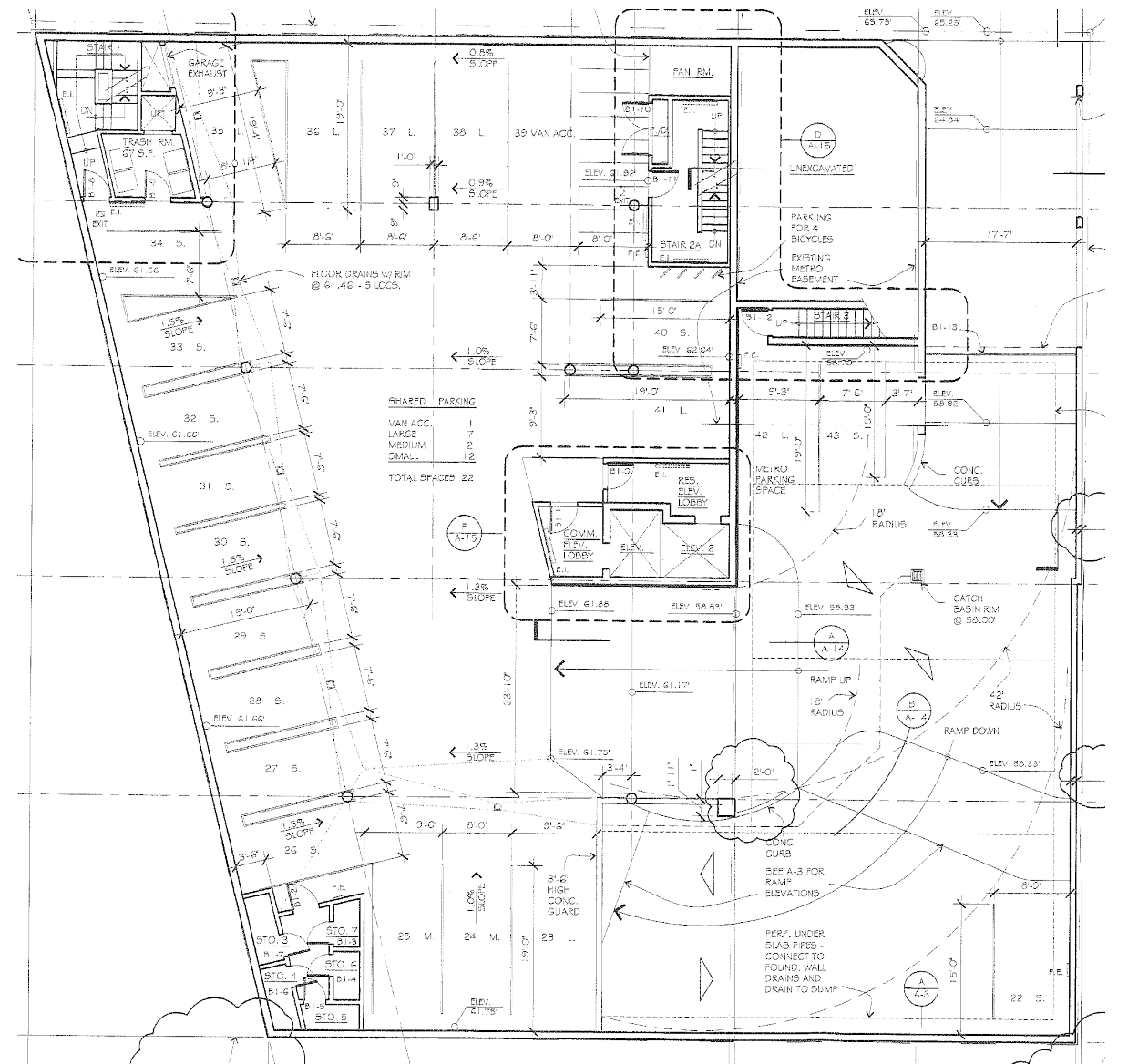
PB ARCHITECTS | SEATTLE | WA  
BULK STUDY | 05.01.2009



## Scheme 3 - Plans



## Basement 2



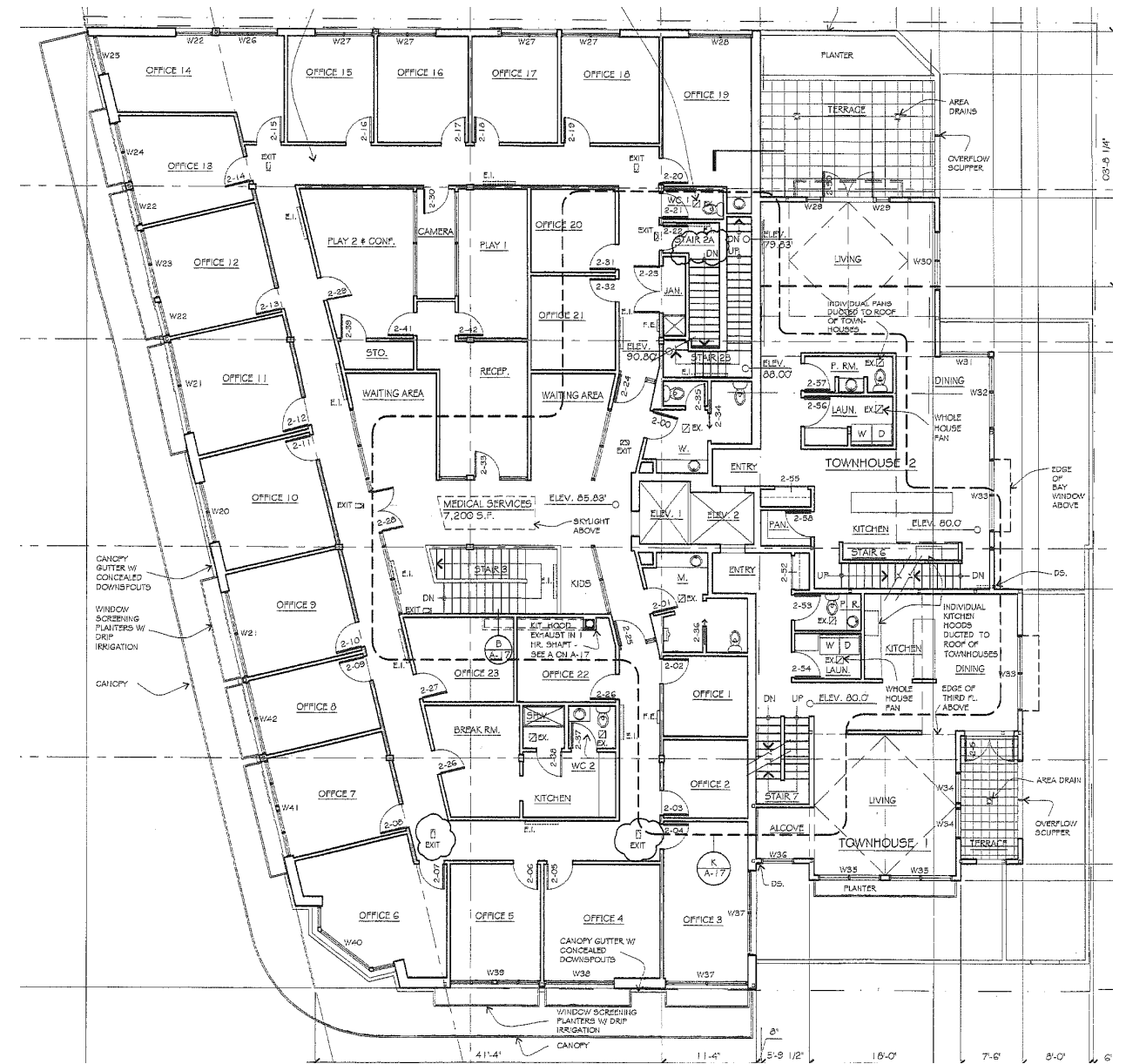
## Basement 1



## Scheme 3 - Plans

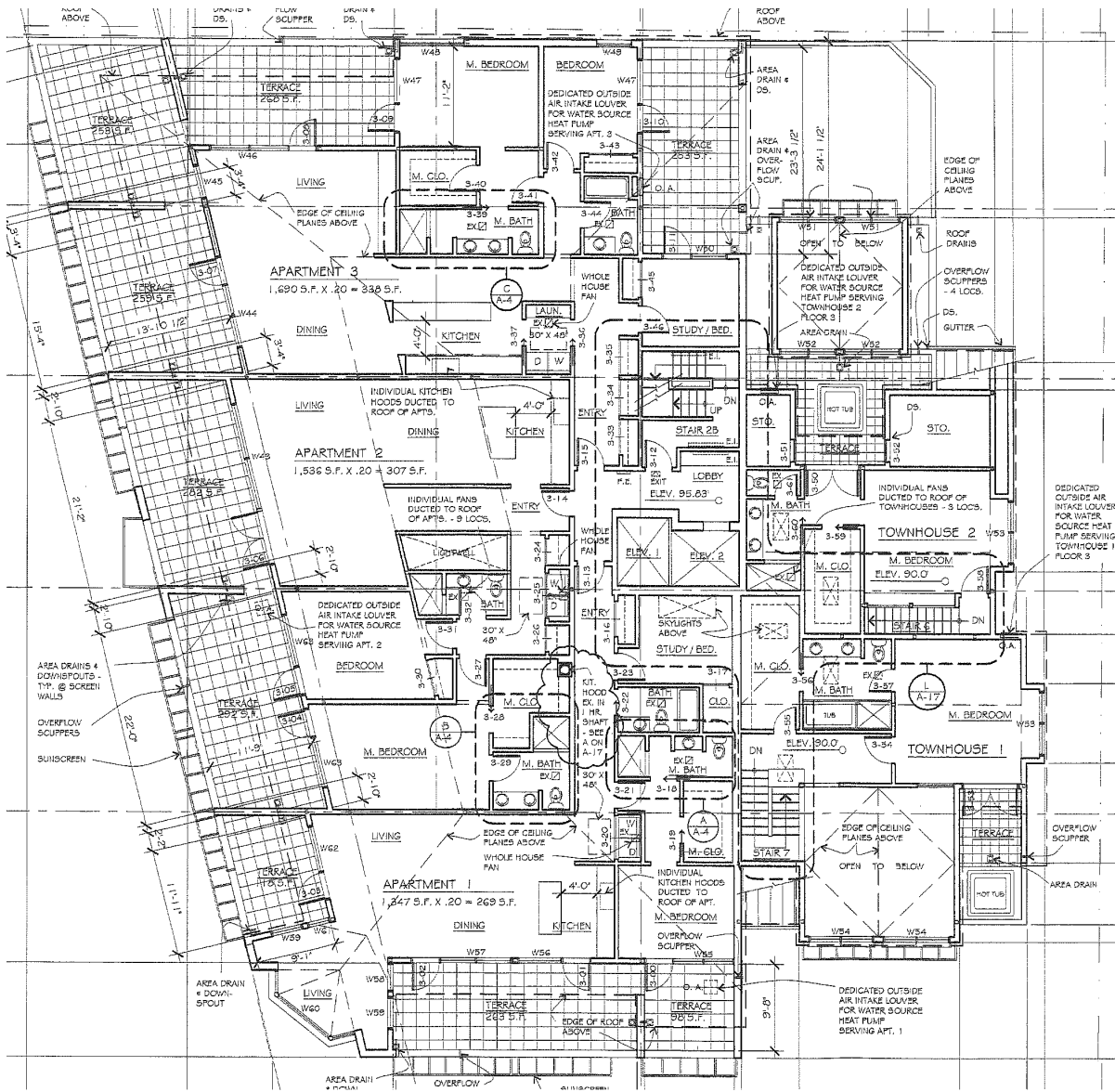


## First Floor

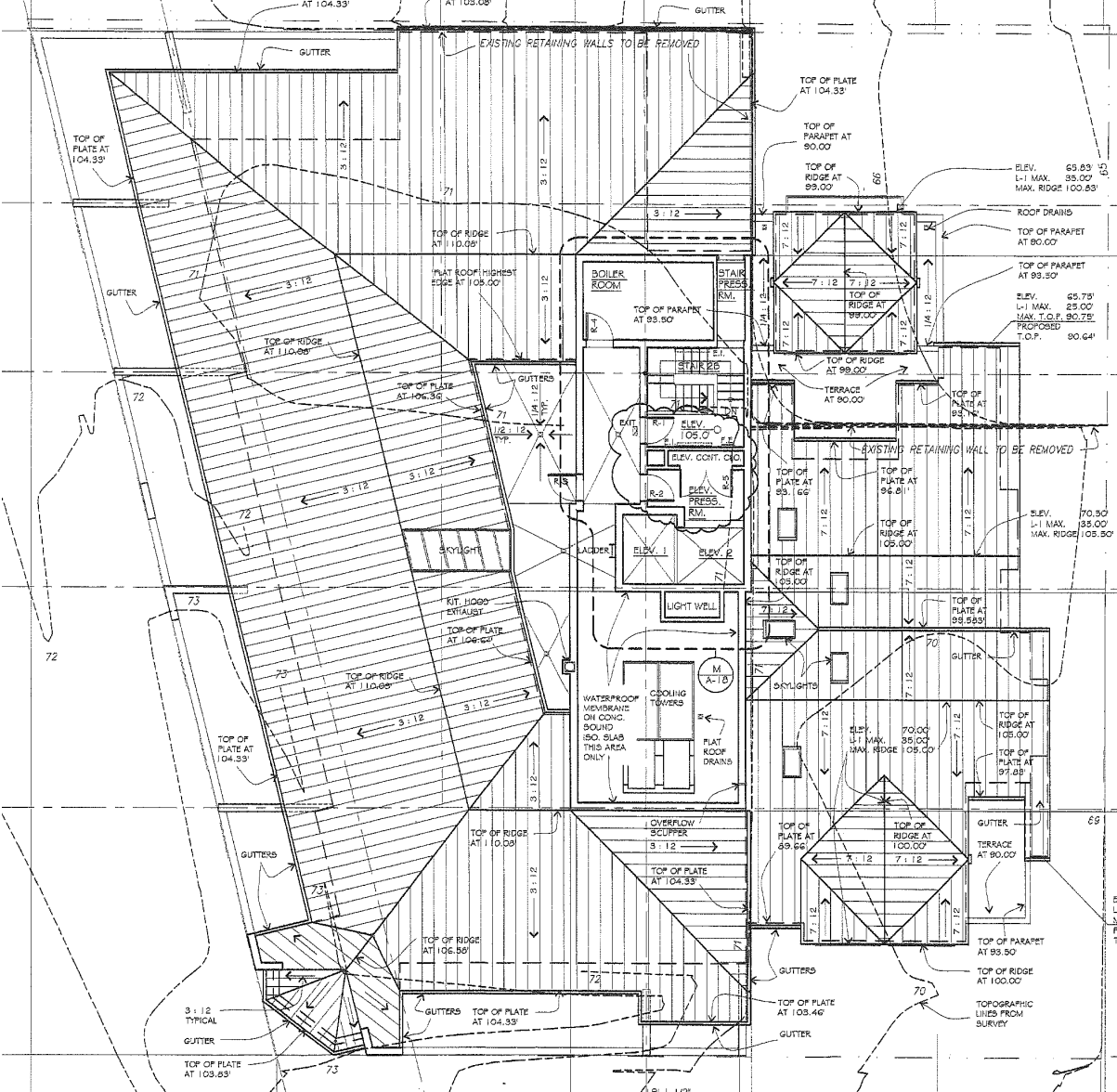


## Second Floor

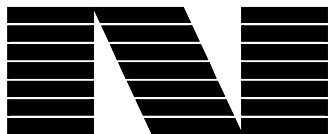
Scheme 3 - Plans



Third Floor

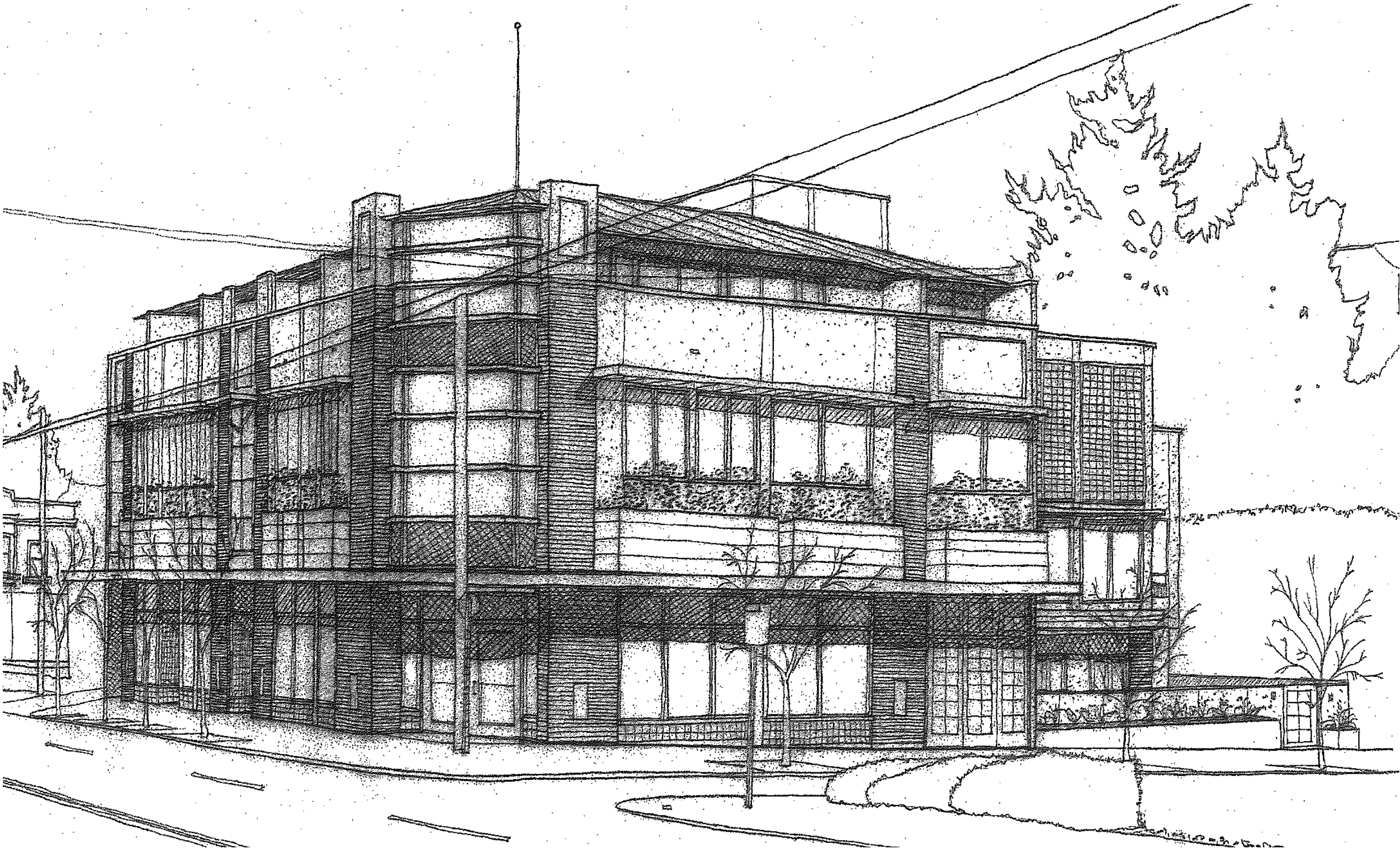


Roof



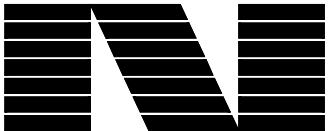
# Scheme 3 - Perspective

This scheme was proposed and submitted for a building permit under project #6074349 by Gordon Fleener Architects. This scheme provides 3,996 SF of street level retail/commercial, 9,955 SF of medical office on 2 levels, 2 townhouses and three 2BR apartments ranging from 1,347 SF to 1,690 SF. Parking for 41 vehicles was proposed on two below grade levels. Parking was accessed off the existing alley. This scheme proposed the residential access off the 24th Ave E facade and provided a minimal number of residential units. This submittal was a user specific design but is similar to Scheme 2 in parking access, building bulk and residential access but proposed an additional level of below grade parking. Similar to Scheme 2, this version has reduced street level commercial space due to the residential entry.



GORDON FLEENER ARCHITECTS

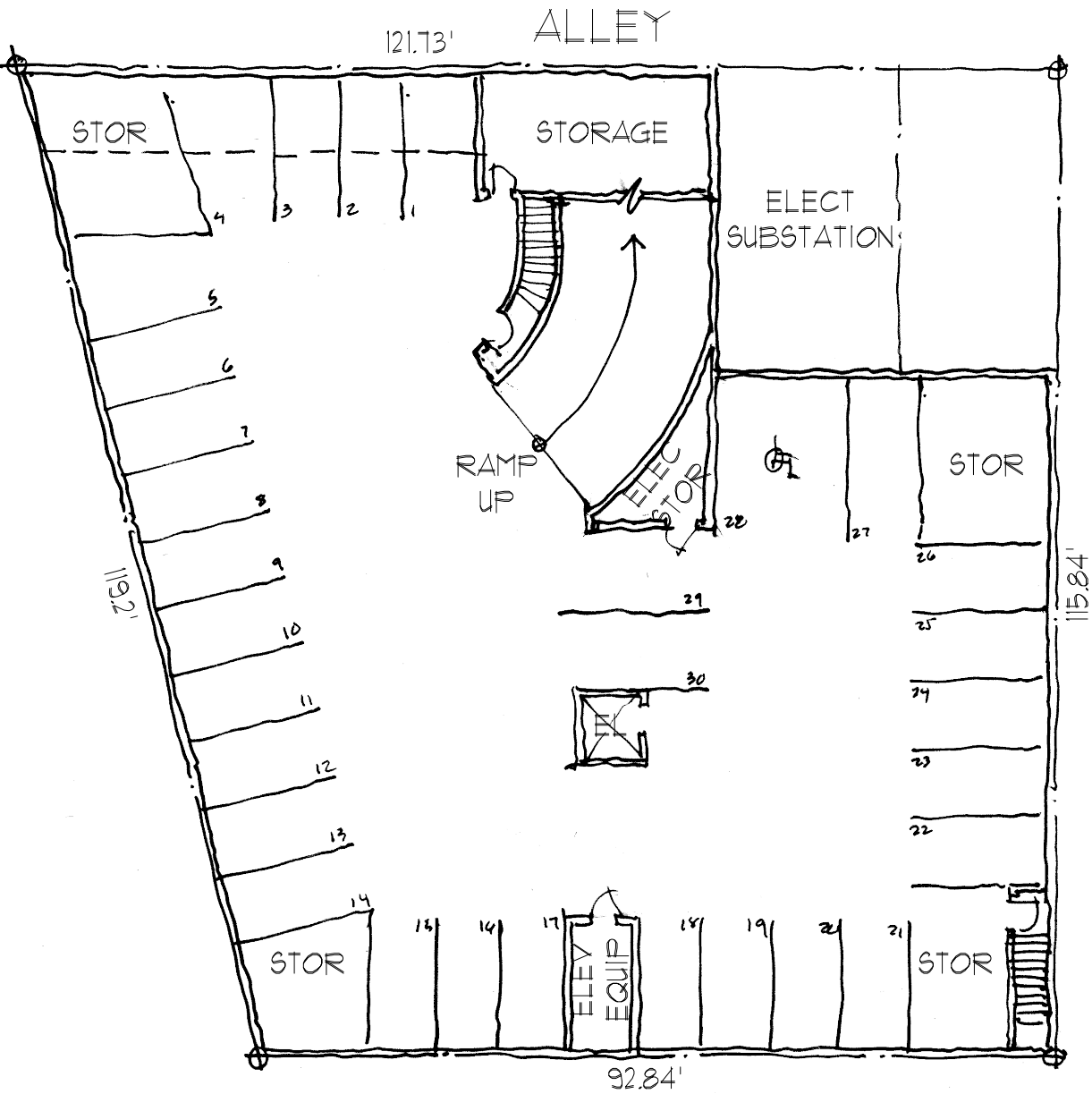
4106 STONE WAY NORTH SEATTLE, WA 98103  
PHONE: 206-547-6335 GORDON@GFARCHITECTS.BIZ



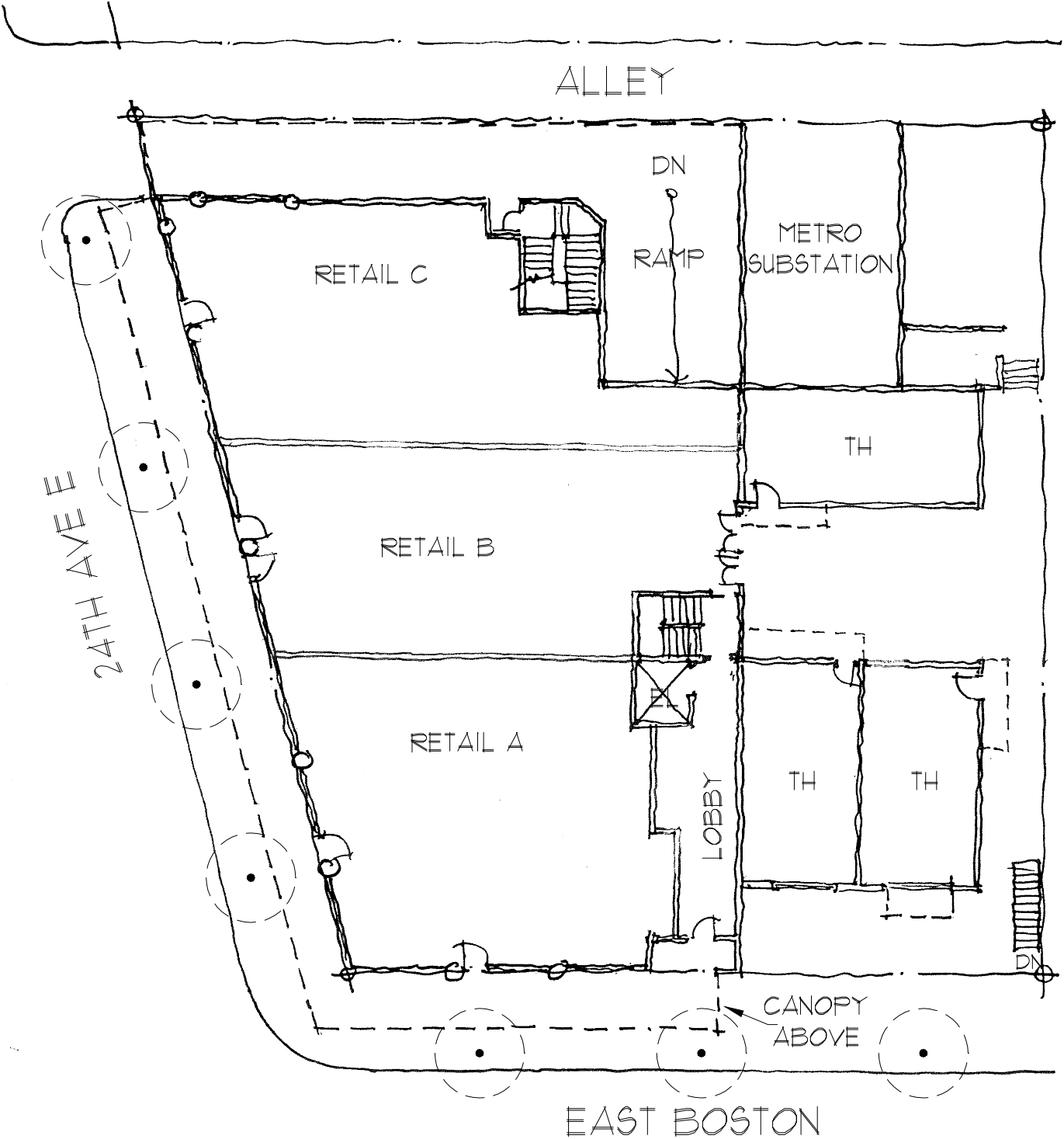
ROGER H. NEWELL A.I.A.  
ARCHITECT (206) 322-1192

FACSIMILE (206) 322-5161  
1102 NINETEENTH AVENUE EAST  
SEATTLE, WASHINGTON 98112

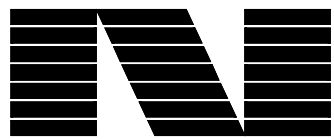
Scheme 4 Preferred - Plans



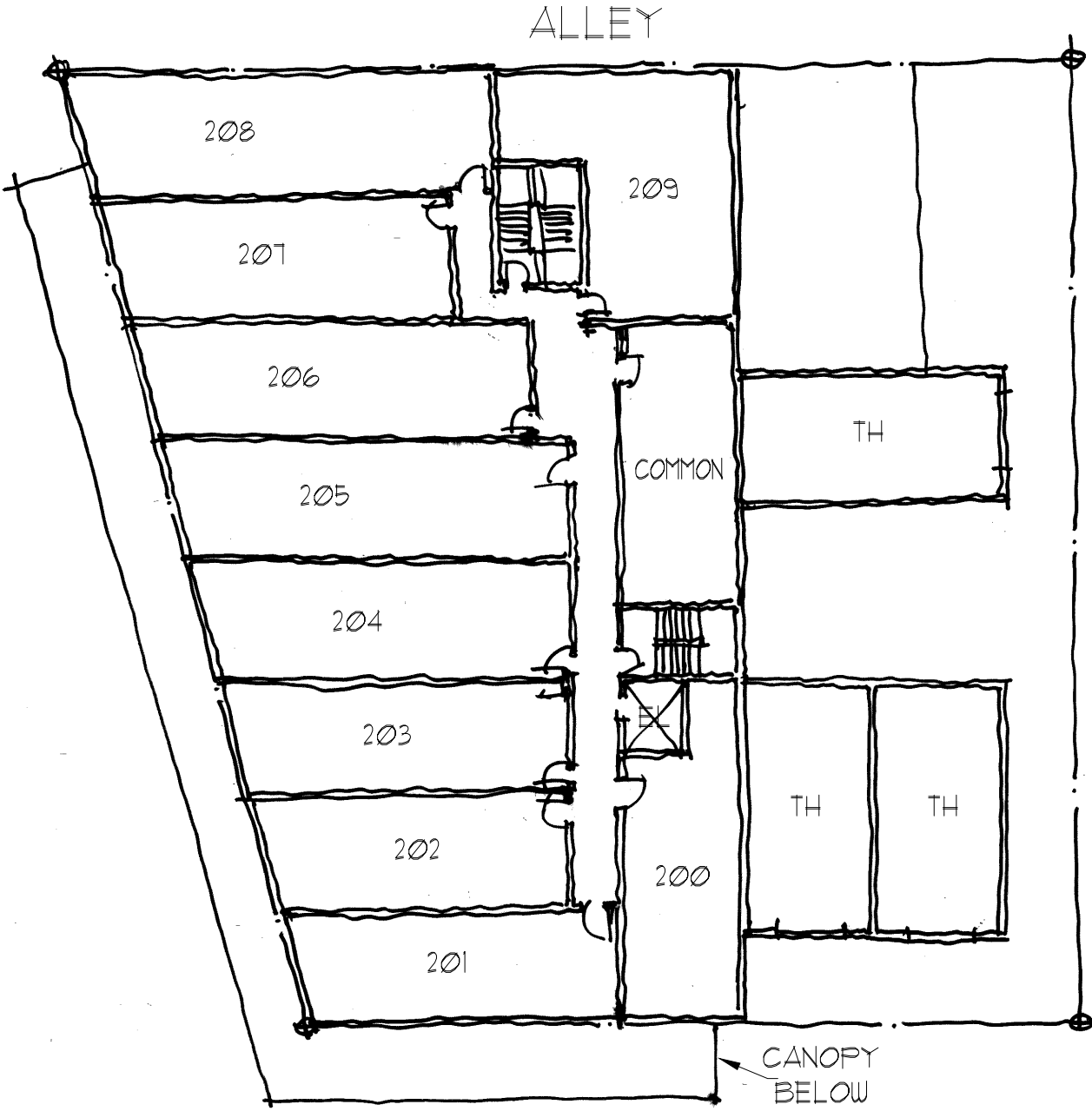
Basement



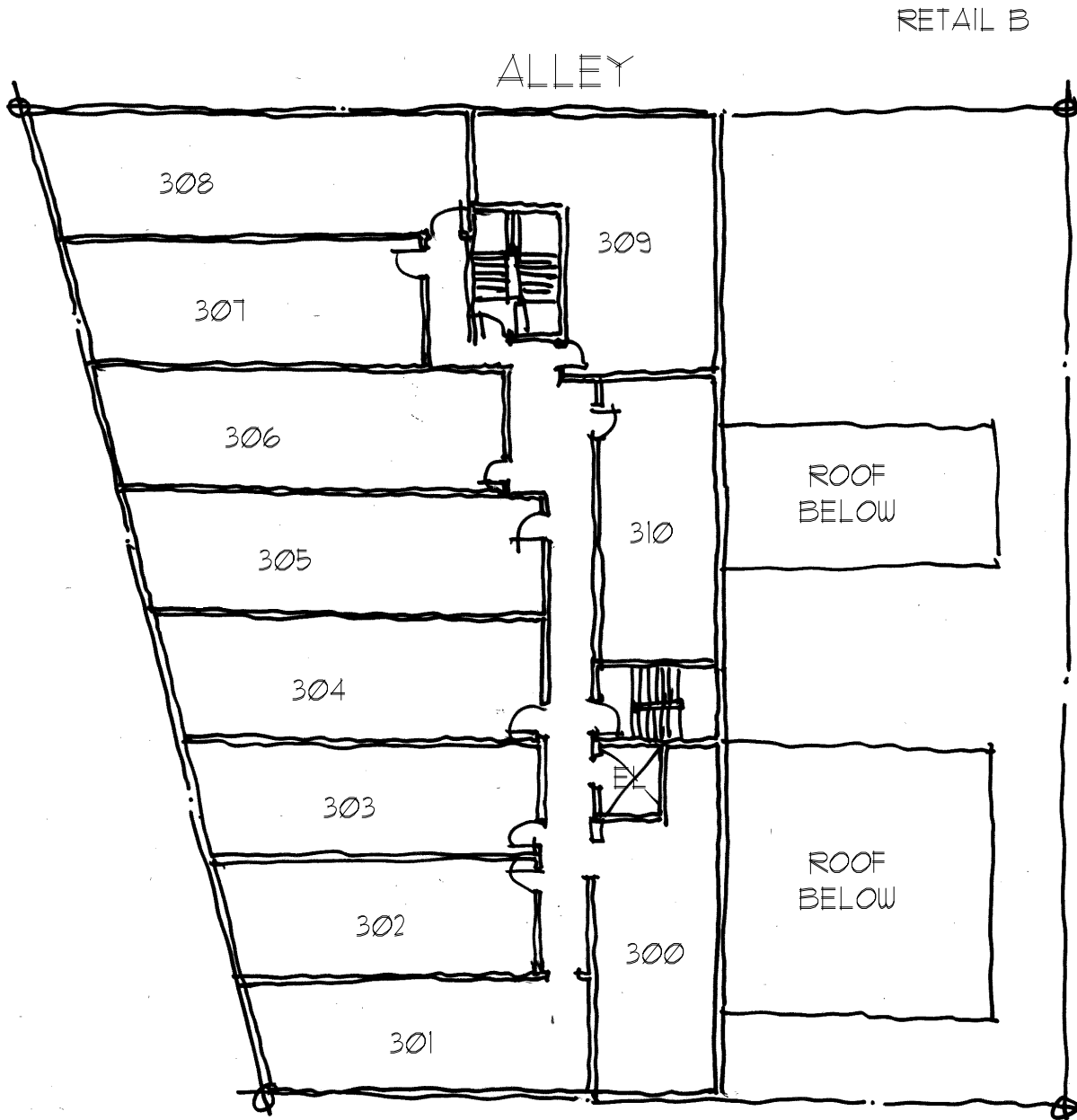
First Floor



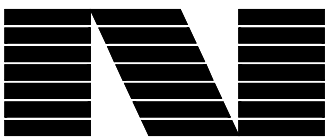
Scheme 4 Preferred - Plans



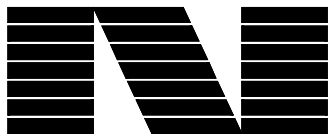
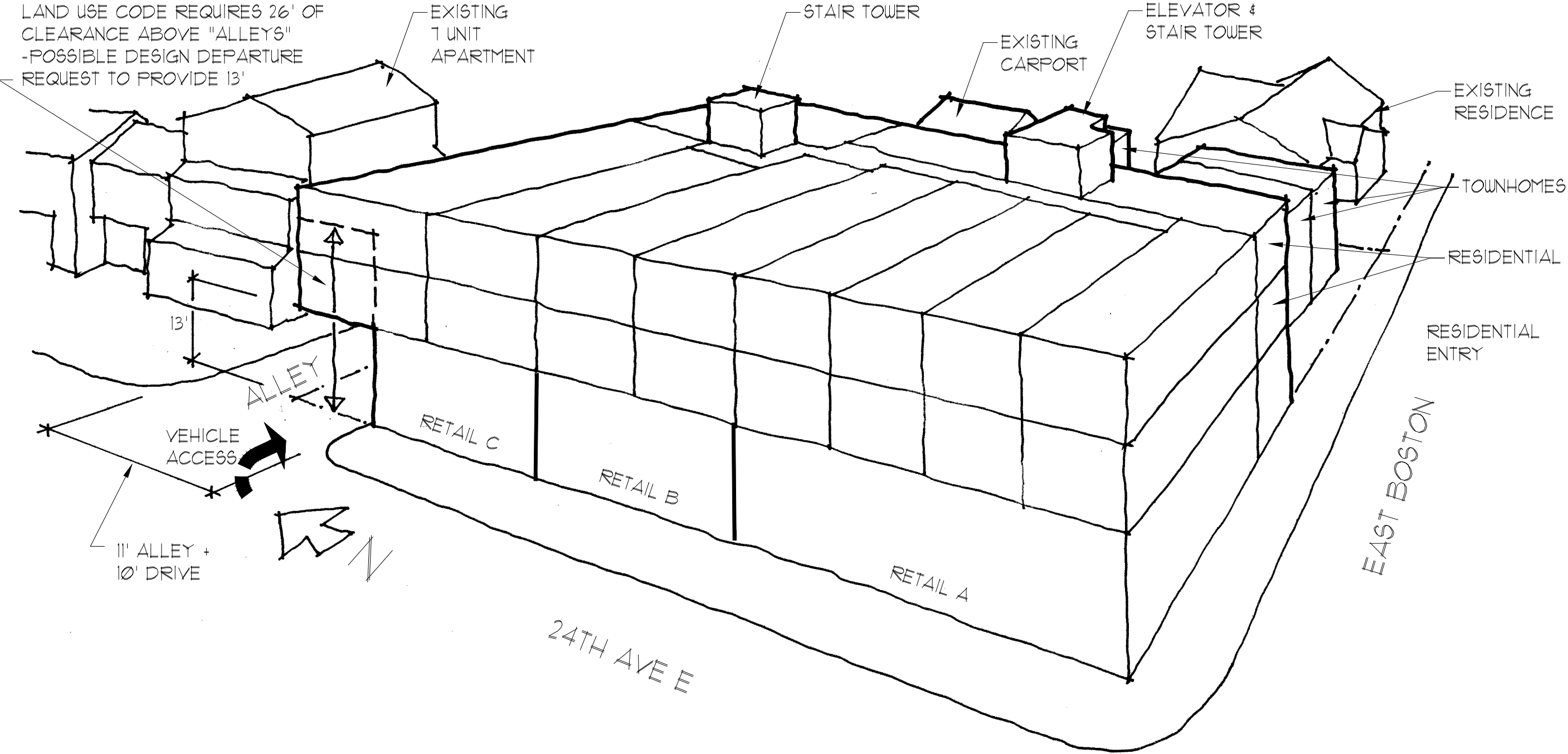
Second Floor



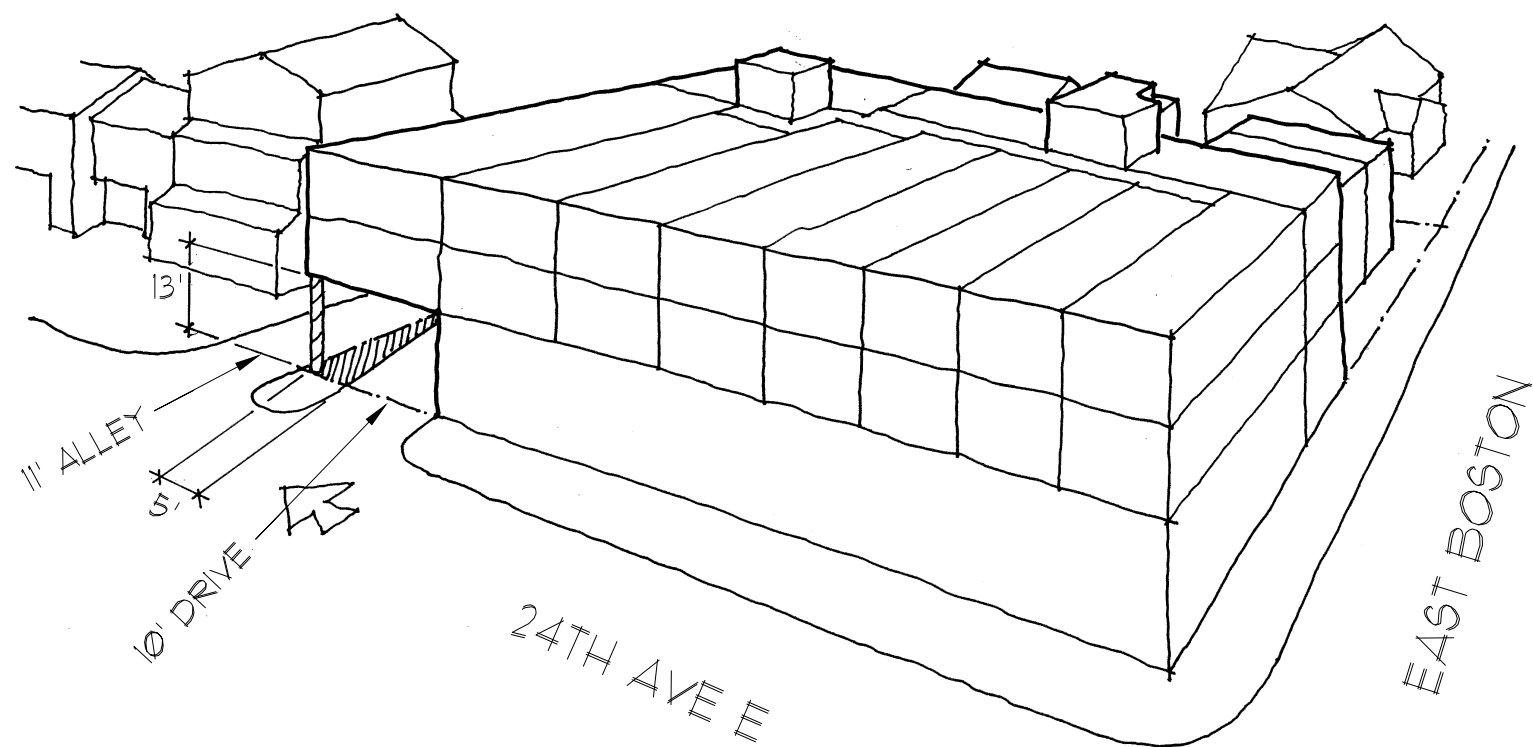
Third Floor



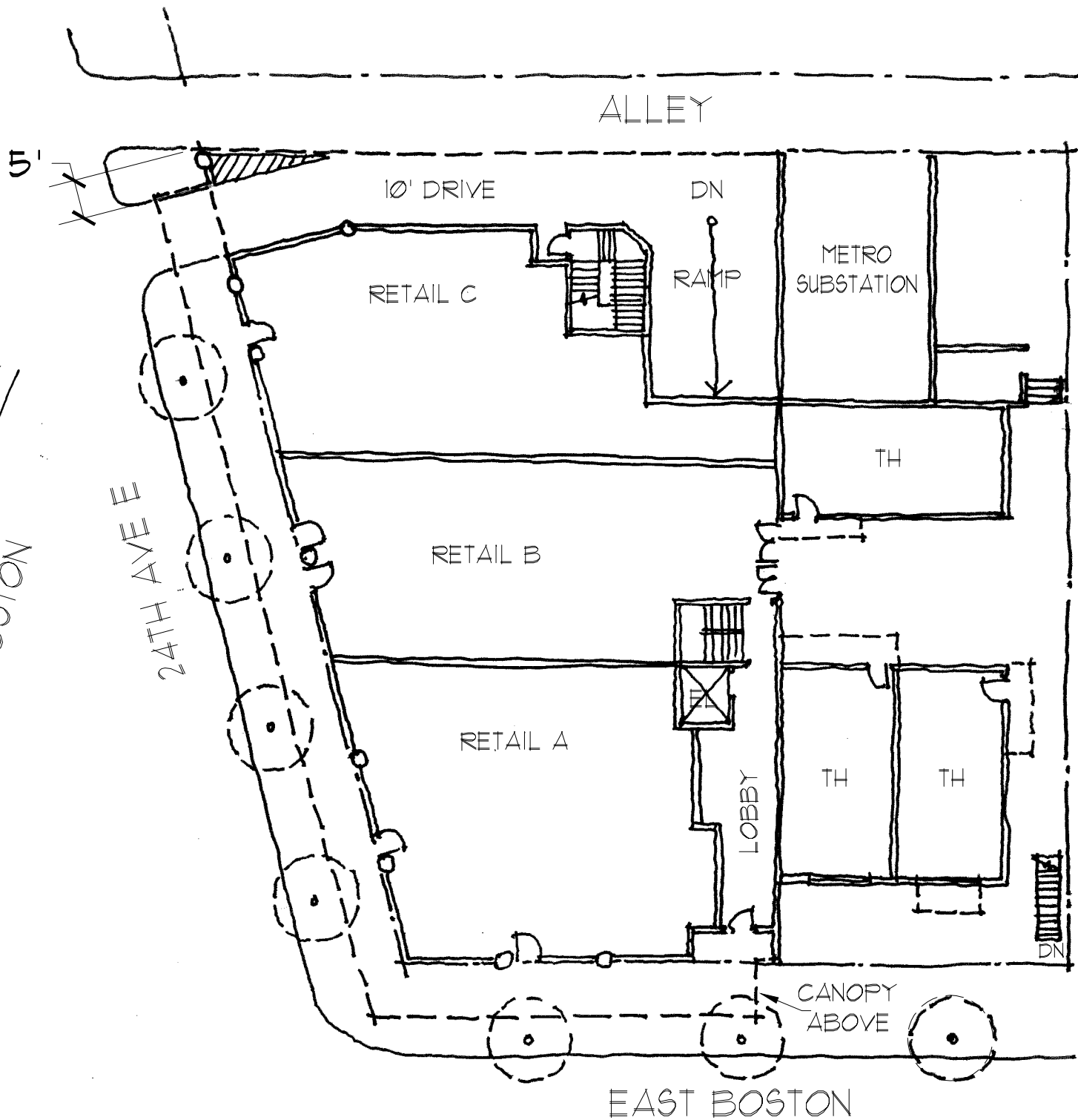
Scheme 4 Preferred - Bulk Study



Scheme 4 Preferred - Alternate Drive



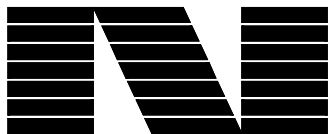
A DRIVEWAY WITH A 5' SEPARATION FROM THE ALLEY DOES NOT REQUIRE A DEPARTURE REQUEST FOR HEIGHT CLEARANCE



Alternate Bulk Study



Alternate First Floor



# Scheme 4 Preferred - Perspective

Like Schemes 2 & 3 this option provides access via the existing alley, retail/commercial spaces fronting on 24th Ave E and building bulk that extends the full width (North & South) of the property. Like Scheme 3 this project design proposes residential units on Levels 2 & 3 with commercial/retail on the ground floor. Similar to Schemes 2 & 3, townhome units occupy the L-1 zoned portion of the lot. This preferred scheme differs from the two schemes in that the exposure of the retail/commercial space is extended further around the corner (24th Ave E & E Boston) maximizing commercial presence on the corner. The other difference includes the location of the residential entry on E Boston maintaining a continuous commercial/retail presence on 24th Ave E.

When reviewing the Neighborhood Comments, Montlake Community Comments and Design Review Guidelines directed to Scheme 3 it is apparant what important design issues that apply to any design for this site.

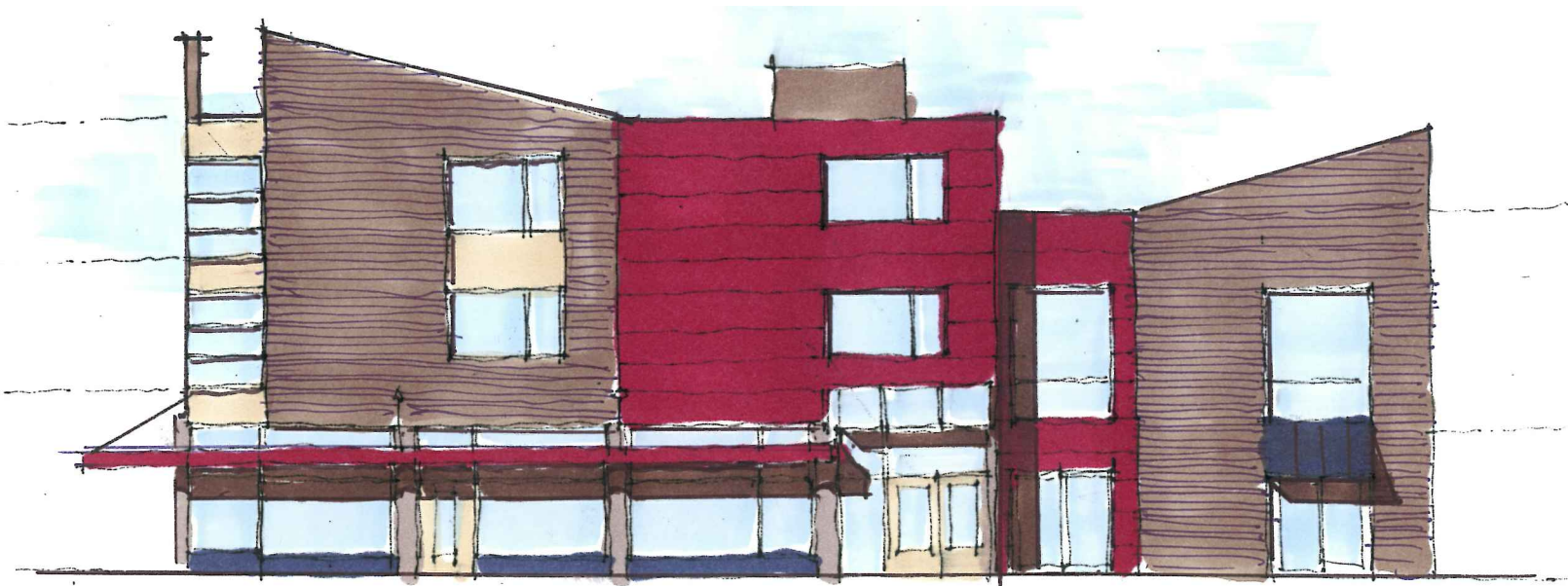
1. Minimal traffic impact on the existing alley,
2. A unified presence on 24th Ave E,
3. A transparent street facade,
4. Minimal impact on existing parking and
5. Encouragement and protection for street level human activity.

Scheme 4 best meets these criteria.





West



South

